

## AGENDA

DEPARTMENT OF ENVIRONMENTAL QUALITY  
TRANSPORTATION AND NATURAL RESOURCES COMMITTEE  
STATE ADMINISTRATIVE BOARD

Transportation and Natural Resources Committee

May 26, 2004

State Administrative Board

June 1, 2004

### SUBMERGED LANDS

1. Proposed marina lease of a 0.68-acre parcel of Lake Huron public trust bottomlands on Mackinac Island, Mackinac County.

Applicant: Ryba Properties LLC

Consideration: \$1170/year

2. Proposed deed to a 0.14-acre parcel of Lake St. Clair public trust bottomlands on Harsens Island, Clay Township, St. Clair County.

Applicant: Michael and Melissa Barry

Consideration: \$5,100

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Mary Ellen Cromwell, Assistant Chief  
Geological and Land Management Division  
Department of Environmental Quality

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Date

A G E N D A

**NATURAL RESOURCES ITEMS FOR**

**TRANSPORTATION AND NATURAL RESOURCES COMMITTEE - STATE ADMINISTRATIVE BOARD**

Transportation and Natural Resources - May 26, 2004 - 3:30 P.M.  
State Administrative Board Meeting - June 1, 2004 - 11:00 A.M.

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MINERAL LEASES

1. Two (2) Direct Oil And Gas Leases - Nondevelopment: DTE Gas & Oil Company of Traverse City, Michigan, 1.28 acres, more or less, of Department of Natural Resources minerals located in Section 28, T31N, R04E, Hillman Township, Montmorency County.

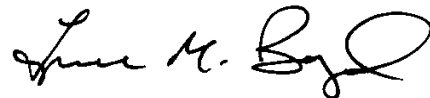
Terms: One-year term, no extensions, 3/16 royalty, \$50.00 bonus consideration (flat fee), and a \$5.00 minimum annual rental.

This item was approved on May 5, 2004, by the Chief of Forest, Mineral and Fire Management of the Department of Natural Resources. The form of legal document involved in this transaction has previously been approved by the Attorney General.

I recommend approval.

Respectfully submitted:

Department of Natural Resources



By: \_\_\_\_\_  
Lynne M. Boyd, Manager  
Mineral and Land Management Section  
Forest, Mineral and Fire Management

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 26, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM  
State Administrative Board Meeting: June 1, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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#### SUBCONTRACTS

- Michigan Paving and Materials Co.                      HMA Paving                      \$66,500**  
**14536 E. Michigan Ave.**  
**Galesburg, MI 49053-9656**

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt (HMA) paving on M-294 from I-94 northerly to Golden Avenue. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for 1.15 miles of hot mix asphalt (HMA) paving, including cold milling of butt joints, on M-294 in Calhoun County.

**Benefit:** The current pavement at this location is deteriorating. The contract will provide for safer highways for the traveling public and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadways could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49053-9656.

- Fahrner Asphalt Sealers, Inc.                      AMZ Seal Coat Patching                      \$38,200**  
**2800 Mecca Drive**  
**P.O. Box 95**  
**Plover, WI 54467-0095**

Approval is requested to authorize the Ionia County Road Commission to award a subcontract for AMZ Seal Coat Patching on all ramps of I-96 in Ionia County, including intersections and skip patches on M-66 south of I-96. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for the preparation and repair of damaged, recessed, and/or severely cracked pavement in Ionia County.

**Benefit:** The current pavement at this location is deteriorating. The contract will provide for safer highways for the traveling public and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadways could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 54467-0095.

3. **Florence Cement Company      Concrete Pavement Repair      \$305,072**  
**12798 23 Mile Road**  
**Shelby Twp., MI 48315**

Approval is requested to authorize the Macomb County Road Commission to award a subcontract for concrete pavement repair on M-3 (Gratiot) and M-29 (23 Mile Road) in Macomb County. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for concrete pavement repair, crack sealing, and spall repairs on M-3 within the city of Clinton and on M-29 in Chesterfield Township.

**Benefit:** The current pavement at this location is deteriorating. The contract will provide for safer highways for the traveling public and will help to reduce winter maintenance costs.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The road surfaces in these areas are deteriorating. This work will make the road smoother and safer for motorists. If the work is not performed, the roadways could become hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48315.

4. **Central Michigan Contracting, Inc.      Culvert Extension      \$38,330.50**  
**P.O. Box 236      & Slope Restoration**  
**Clare, MI 48617**

Approval is requested to authorize the Clare County Road Commission to award a subcontract for culvert extension and slope restoration on US-127 north of the city of Clare. The project was advertised, and four bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 1, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for excavation, embankment, underdrain, 27' culvert extension with new headwall, special reinforced turf mat, stone riprap, topsoil, seeding, fertilizer, and mulching work for the restoration of the slopes on two sections of US-127 in Clare County.

**Benefit:** The contract will provide for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** The culvert needs to be removed and replaced to make the road surfaces in these areas safer. If the work is not performed, the slopes will erode, leaving the roadway hazardous for the traveling public.  
**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.  
**New Project Identification:** This is routine maintenance and not a new project.  
**Zip Code:** 48617.

5. **Norman Pestka Construction, Inc. Culvert Repair \$44,445.20**  
**115 Old Norwich Trail**  
**Ontonagon, MI 49953**

Approval is requested to authorize the Ontonagon County Road Commission to award a subcontract for culvert repair on various parts of M-38 in Ontonagon County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for culvert repair at three different locations, including 4.1 miles west of junction of M-26 and M-38, 4.3 miles west of junction M-26 and M-38, and 6.2 miles west of junction M-26 and M-38.

**Benefit:** The contract will provide for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The culvert needs to be repaired in these areas to make the road surfaces safer. If the work is not performed, the slopes will erode, leaving the roadway hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49953.

6. **Norman Pestka Construction, Inc. Culvert Repair \$37,733.40**  
**115 Old Norwich Trail**  
**Ontonagon, MI 49953**

Approval is requested to authorize the Ontonagon County Road Commission to award a subcontract for culvert repair on various parts of M-38 in Ontonagon County. The project was advertised, and three bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through December 31, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** The contract provides for culvert repair at two different locations, 3.9 miles west of junction M-26 and M-38 and 11.8 miles west of junction M-26 and M-38 in Ontonagon County.

**Benefit:** The contract will provide for safer highways for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** The culvert needs to be repaired in these areas to make the road surfaces safer. If the work is not performed, the slopes will erode, leaving the roadway hazardous for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49953.

7.      **G & M Enterprises, Ltd.**                      **Sweeping**                      **\$27,461.52**  
         **19614 W. 8 Mile Road**  
         **Southfield, MI 48075**

Approval is requested to authorize the Washtenaw County Road Commission to award a subcontract for two sweepings per year on various state trunklines within Washtenaw County. The project was advertised, and two bids were received. The lowest bid was selected. The subcontract will be in effect from the date of award through September 30, 2004. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for sweeping on various state trunklines within Washtenaw County.

**Benefit:** Will provide a safer environment for the traveling public.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on an estimated amount. If the actual cost is within 6 percent of the estimate, the extra can be paid without further SAB approval.

**Risk Assessment:** If work is not performed, it could result in unsafe road conditions for the traveling public.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 48075.

## **CONTRACTS**

8.      **HIGHWAYS (Real Estate) - Resolution "A" (Sale to Abutting Owner)**  
         **Tract 548, Control Section 63082, Parcel 1009AQ, Part A**

The subject tract is located in the city of Southfield, Oakland County, Michigan, and contains approximately 59,981 square feet. The tract was appraised by Michael Odette, Metro Region Property Analyst, on July 16, 2003, for the amount of \$670,000. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on March 19, 2004, for the amount of \$670,000. When MDOT purchased the property from Triad Investment Company in 1975, a right of first refusal was negotiated with Triad Investment Company, its assignees, or its agents. Triad was an abutting owner to the subject MDOT property. Triad has subsequently sold its property, and the new owner is SMBS. The Attorney General's office has determined that the right of first refusal is transferred with the property upon sale. SMBS has submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$134,000, which represents a 20 percent bid deposit. This tract was offered to the local municipality prior to being offered to the public. This property has been declared excess by the Bureau of Highways – Development.

\$670,000

**Purpose/Business Case:** MDOT disposes of excess property rights in order to return revenue funds to the state.

**Benefit:** The sale of excess property rights generates revenue to the state and returns property to local tax rolls.

**Funding Source:** The sale of excess property rights is revenue-producing.

**Commitment Level:** Excess property rights are appraised at fair market value or a standard processing fee.

**Risk Assessment:** Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.

**Cost Reduction:** The state does not accept less than fair market value or the standard processing fee.

**New Project Identification:** N/A.

**Zip Code:** 48034.

\* Denotes a non-standard contract/amendment

9. HIGHWAYS (Real Estate) - Resolution "B" (Sale to Abutting Owner)  
Tract 728, Control Section 57023, Parcel 19, Part A, Parcel 20, Part A

The subject tract is located in the township of Lake, Missaukee County, Michigan, and contains approximately 1.17 acres. The tract was appraised by Janet Hartford, North Region Property Analyst, on March 22, 2004, for the amount of \$3,500. The appraised tract was approved for sale by Craig Delaney, North Region Real Estate Agent, on April 1, 2004, for the amount of \$3,500. The subject tract has access to M-55, and there are two abutting owners. The property cannot be sold at public auction because it would landlock the two abutting owners. Vandrie Home Furnishings, one of the abutting owners, has obtained a Waiver Statement from the other abutting owner that states that it has no interest in purchasing the subject tract. Vandrie Home Furnishings has submitted an "Application to Purchase and Agreement of Sale" and a check in the amount of \$3,500, which represents payment in full. This tract was offered to the local municipality prior to being offered to the public. This property has been declared excess by the Bureau of Highways – Development.

\$3,500

**Purpose/Business Case:** MDOT disposes of excess property rights in order to return revenue funds to the state.  
**Benefit:** The sale of excess property rights generates revenue to the state and returns property to local tax rolls.  
**Funding Source:** The sale of excess property rights is revenue producing.  
**Commitment Level:** Excess property rights are appraised at fair market value or a standard processing fee.  
**Risk Assessment:** Disposal of excess property rights reduces property liability risks to the state. If excess property rights are not sold, the amount of revenue brought to the state is reduced.  
**Cost Reduction:** The state does not accept less than fair market value or the standard processing fee.  
**New Project Identification:** N/A.  
**Zip Code:** 49651.

10. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National/Grand Trunk Western Railroad, dated July 5, 1994, will provide for improvements under job number 79986 to a crossing of Canadian National/Grand Trunk Western, Inc. at M-60, city of Cassopolis, Cass County. These improvements include the removal and replacement of approach paving in conjunction with work by railroad forces on the crossing.

Estimated Funds:

State Highway Administrative Funds	<u>\$ 45,000</u>
Total Funds	<u>\$ 45,000</u>

MRR 14062 - 79986  
Maintenance Direct Bid

**Purpose/Business Case:** To undertake a remedial fix while full crossing reconstruction project is being developed for 2005.  
**Benefit:** Increased safety by resurfacing crossing approaches and crossing surface.  
**Funding Source:** 100% State Restricted Trunkline Funds.  
**Commitment Level:** 100% state funds, based on estimate.  
**Risk Assessment:** Crossing conditions will continue to deteriorate. Motorist safety will be compromised.

**Cost Reduction:** A minimum of three bids will be sought. Bid reviewed to make sure costs are reasonable and valid.

**New Project Identification:** Facilitation of crossing repair.

**Zip Code:** 49031.

11. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-1053) between MDOT and Norfolk Southern Railway Company, dated April 24, 1995, will provide for improvements under job number 80002 to two crossings of the Norfolk Southern Railway Company in the city of Jackson, Jackson County. The improvements include reconstruction of the crossing surfaces. This work will provide increased reliability of the railroad warning signal display for railroad signals to be installed in conjunction with job number 56006.

Estimated Funds:

Federal Highway Administration Funds	<u>\$302,000</u>
Total Funds	<u>\$302,000</u>

STR 38083 - 80002

Railroad Force Account Work

**Purpose/Business Case:** To reconstruct railroad crossings for improved ride quality and to ensure reliability of safety warning devices.

**Benefit:** Increased crossing safety through provision of a consistent crossing warning display period.

**Funding Source:** 100% Federal Surface Transportation Rail Safety Funds.

**Commitment Level:** 100% federal funds; based on detailed railroad estimate.

**Risk Assessment:** Crossing conditions will continue to deteriorate, and present warning devices provide an inconsistent period of activation.

**Cost Reduction:** Improvements are on railroad property, and Norfolk Southern Railway Company is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

**New Project Identification:** Improvement of existing railroad crossings.

**Zip Code:** 49203.

12. HIGHWAYS - IDS Time Extension

Amendatory Contract (2001-0416/A1) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the contract term by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorization (Z9), for which extra time is needed because of the replacement of asphalt due to the asphalt not meeting specifications. (See following item.). The original contract provides for construction engineering consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be June 8, 2001, through June 7, 2005. The maximum contract amount remains unchanged at \$2,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** This time extension will allow for various engineering services for ongoing projects authorized under this IDS contract to be considered for time extension when conditions warrant. Authorizations in need of time extension will be individually approved by the State Administrative Board. No new authorizations will be issued under this contract.

**Benefit:** The benefit of this time extension is that authorizations written under this IDS contract can be extended, pending State Administrative Board approval.

\* Denotes a non-standard contract/amendment



**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete work on any projects authorized separately under this IDS contract that may be in need of additional time. Rushing projects through the construction engineering completion process, for example, would result in reduced quality and an incomplete product due to the limited time remaining.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 49606.

13. HIGHWAYS - IDS Construction Engineering Services

Authorization Revision (Z9/R4) under Contract (2001-0416) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc., will extend the authorization term by one year. This extension is necessary due to recent additions to the scope which include the removal and replacement of the asphalt due to the asphalt not meeting specifications. The contractor is expected to remove and replace the material this summer. The original authorization (Z9) provides for the inspection of the cold milling and hot mix asphalt resurfacing, streetscaping, and watermain improvements to be performed on US-12 from Division Street to Currier Street, Village of Clinton, Lenawee County (CS 46101 - JN 58246A). The revised authorization term will be April 17, 2003, through June 7, 2005. The authorization amount remains unchanged at \$164,373.32. The revised contract term (see previous item) will be June 8, 2001, through June 7, 2005. Source of Funds: 58% Federal Highway Administration Funds and 25% State Restricted Trunkline Funds and 17% Village of Clinton Funds.

**Purpose/Business Case:** This revision will extend the authorization term by one year. This extension is necessary due to recent additions to the scope which include the removal and replacement of the asphalt due to the asphalt not meeting specifications. The contractor is expected to remove and replace the material this summer. The original authorization (Z9) provides for the inspection of the cold milling and hot mix asphalt resurfacing, streetscaping, and watermain improvements to be performed on US-12 from Division Street to Currier Street, Village of Clinton, Lenawee County (CS 46101 - JN 58246A)

**Benefit:** US-12 is in need of rehabilitation due to severe and continuing pavement failure. The cost of maintenance of this segment of US-12 has continuously exceeded the annual budget over the past 5 years. This authorization and revision will provide an improved smoother riding surface and significant safety improvements for the motoring public.

**Funding Source:** 58% Federal Highway Administration Funds, 25% State Restricted Trunkline Funds, and 17% Village of Clinton Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Roadway is in need of pavement rehabilitation. Safety upgrades need to be brought up to current Federal and State standards.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** Partial. This is a rehabilitation of 0.30 miles of existing roadway with 17% new streetscaping funded by the Village of Clinton.

**Zip Code:** 49230.

14. HIGHWAYS – IDS Traffic & Safety Consultant Services

Authorization Revision (Z31/R2) under Contract (2001-0607) between MDOT and URS Corporation Great Lakes will extend the authorization term by fifteen months to provide sufficient time for the consultant to complete the services. The additional time is needed because the city of Eastpointe, a stakeholder in the project, was undergoing administrative changes and requested that the project be put on hold until the city's administration stabilized. MDOT and the consultant accommodated the city, which affected the project schedule. The original authorization provides for a traffic operational study on I-94 at Nine Mile Road in Macomb County, as requested by the cities of Eastpointe and St. Clair Shores (CS 50111 – JN 59681). The revised authorization term will be July 10, 2002, through September 22, 2005. The authorization amount remains unchanged at \$39,951.85. The contract term is June 22, 2001, through September 22, 2005. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This planned time extension will allow for completion of the traffic operational study on I-94 at Nine Mile Road in Macomb County, requested by the cities of Eastpointe and St. Clair Shores. The remaining work will be accomplished at no additional cost.

**Benefit:** The benefit of this time extension is that the traffic operational study can be completed. No further time or funds are expected to be necessary.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** The risk of not approving this time extension is that the consultant will not be able to complete the traffic operational study. It will be far more costly for MDOT to attempt to take over the research at this point than to have the consultant complete it, especially since the consultant is not requesting any additional funds.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is not a new project.

**Zip Code:** 48080.

15. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2003-0026) between MDOT and the University of Michigan will provide for research services for the field demonstration of durable link slabs for jointless bridge decks based on strain-hardening cementitious composites. The authorization will be in effect from the date of award through eighteen months. The authorization amount will be \$65,000. The contract term is from October 21, 2003, through October 21, 2006, or until the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Provide a cost effective solution to bridge deterioration problems associated with deck joints by developing a durable engineering cementitious composite (ECC) link slab to be used in jointless bridge decks. Also, determine constructability and durability issues of a link slab using engineered cementitious composites. Design and monitor a demonstration project for a link slab using ECC material.

**Benefit:** Will provide reduction in maintenance costs and enhance the service life for Michigan's bridge decks and beam ends.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Leaking joints will continue to cause deterioration of bridges until an appropriate solution is found. A reduction in maintenance costs will not be realized without a cost effective solution to leaking bridge deck joints.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** Final phase of recently completed laboratory research project.

**Zip Code:** 48109.

16. HIGHWAYS - IDS Freeway Signing Modernization

Authorization Revision (Z20/R1) under Contract (2003-0233) between MDOT and Consoer Townsend Envirodyne Engineers of Michigan, Inc. will provide for additional design services for the upgrade of MDOT's overhead sign trusses throughout Michigan to implement the Florida Department of Transportation (FDOT) standards (CS 84900 - JN 78573) and will increase the authorization amount by \$61,167.04. The additional work is needed to compare the FDOT standards for cantilever sign structures with the American Association of State Highway and Transportation Officials (AASHTO) 2003 Interim Standard Specifications for Structural Supports for Highway Signs and with MDOT applications. The analysis will include a geotechnical review that will address the feasibility of drilled shaft applications. The authorization term remains unchanged, March 23, 2004, through April 17, 2006. The revised total authorization amount will be \$224,176.69. The contract term is April 17, 2003, through April 17, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This authorization provides for the design of the upgrade of MDOT's overhead sign trusses throughout the state. This revision is needed to compare the FDOT standards for cantilever sign structures with the American Association of State Highway and Transportation Officials (AASHTO) 2003 Interim Standard Specifications for Structural Supports for Highway Signs and with MDOT applications. The analysis will include a geotechnical review that will address the feasibility of drilled shaft applications.

**Benefit:** The implementation of FDOT overhead sign trusses in Michigan will improve driver safety and save MDOT 30 percent of the construction costs per overhead sign truss.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Freeway signing is needed to improve driver safety.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service

**New Project Identification:** This is a new project.

**Zip Code:** 49606.

17. HIGHWAYS - IDS Construction Engineering Services

Authorization (Z9) under Contract (2003-0291) between MDOT and HNTB Michigan, Inc., will provide for construction engineering services for the bridge replacement (S02) along with roadway approach work and other associated work on I-75 southbound under US-24 (Dixie Highway) in Oakland County (CS 63173 - JN 60498A). The work items include inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities and finaling of projects. This authorization will be in effect from the date of award through May 9, 2006. The authorization amount will be \$154,070. The contract term is May 9, 2003, through May 9, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for construction engineering services for the bridge replacement (S02) along with roadway approach work and other associated work on I-75 southbound under US-24 (Dixie Highway) in Oakland County (CS 63173 - JN 60498A). The work items include inspection, staking, quality control testing and reporting, measurement, computation, and documentation of quantities and finaling of projects.

\* Denotes a non-standard contract/amendment

**Benefit:** This contract will provide for the necessary inspection and oversight of all contract work on the construction contract to ensure that all materials and workmanship are in accordance with MDOT specifications and guidelines and to measure, document, and process payment for all construction contract work. It will ensure that all FHWA rules and regulations are followed as necessary to provide for federal funding.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to properly oversee the construction could result in substandard work and loss of federal dollars.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48350.

18. HIGHWAYS - IDS Design Consultant Services

Authorization (Z11) under Contract (2003-0321) between MDOT and Tyme Engineering, Inc., will provide for bridge maintenance inspection services for the Metro Region (CS Various - JN 79149). The work items include detailed beam end inspections and repair recommendations. This authorization will be in effect from the date of award through June 5, 2006. The authorization amount will be \$171,060.30. The contract term is June 5, 2003, through June 5, 2006. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** The purpose of this project is to inspect bridge structures with steel beam ends within the Metro Region. This is an activity that should be performed when scheduled inspection data shows poor condition of the beam ends, calling for a detailed inspection to further assess the condition of the structure. Once the condition is assessed, a report is written providing detailed descriptions of condition and the repair recommendations. The final deliverables for this project will be the inspection and rehabilitation recommendation reports, from which the Metro Region will determine those structures in need of emergency repair, and will have a full assessment of the remaining life of the structures.

**Benefit:** The benefits include capturing a clear understanding of the condition of the structures in this project, and determining rehabilitation options for the structures that are in need of immediate or future repairs. This project will ensure the continued and future in-service safety of the structures in this project.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Many of the structures in this project are in very poor condition and need immediate inspection and rehabilitation. If this project is not done at this time, the structures will continue to deteriorate at an unknown rate, and future serviceability cannot be assured.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a new inspection project on existing bridge structures.

**Zip Code:** 48075.

19. HIGHWAYS - IDS Freeway Signing Modernization

Authorization (Z8) under Contract (2003-0603) between MDOT and DLZ Michigan, Inc., will provide for additional items of work for geotechnical services and the design of additional sign structures due to soil contamination on US-131 in Kent County. The original authorization (Z26) under Contract (2002-0216) provides for upgrading and rehabilitation of freeway signing at US-131 in Kent County (CS 41131 - JN 76354C), for a total cost of \$451,724.79. Authorization (Z8) is requested under a new contract due to the original contract having reached its maximum amount. It is requested to authorize these additional services under the new contract, which will allow sufficient funds and time for the consultant to complete the services. The authorization will be in effect from the date of award through September 3, 2006. The authorization amount will be \$49,011.32. The contract term is September 3, 2003, through September 3, 2006. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** This authorization provides for freeway signing upgrade services for US-131 in Kent County. The revision will provide for additional items of work for geotechnical service and the design of additional sign structures due to soil contamination.

**Benefit:** This authorization will provide for the necessary additional work items needed due to the soil contamination findings.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Freeway signing is needed to improve driver safety. Due to the presence of potentially contaminated soils, 8 additional soil borings are needed to allow for the design of the foundation to incorporate new structures into the plan. Without this revision, the signing would not be able to be completed.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 49316.

20. HIGHWAYS- IDS Real Estate Services

Contract (2004-0215) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds depending on the particular project authorized.

21. \*HIGHWAYS – Time Extension

**Retroactive** Amendatory Contract (2004-0222/A8) between MDOT and Coca-Cola Enterprises, Inc., will retroactively extend the contract term by one year. The contract expired on March 31, 2004. The original lease contract provided for rents to be paid to MDOT for the use of a parcel of property of approximately 5.6 acres located on the east side of Doris Road, north of Featherstone Road, in the city of Auburn Hills, Oakland County, Michigan, including a building of 45,775 square feet that is used as a one-story warehouse and designated office area, and for site improvements made by MDOT. The revised contract term will be May 16, 1984, through March 31, 2005. This is a revenue contract. MDOT will receive \$240,000 this year from Coca-Cola Enterprises, Inc., as a result of the extension of this lease. With this approval, MDOT will have received revenues of approximately \$3.6 million under the contract.

This amendment is retroactive because originally, MDOT's Real Estate Support Area intended to renegotiate and rewrite the lease with Coca-Cola Enterprises, Inc. However, Coca-Cola Enterprises, Inc., informed MDOT that it is in the process of constructing its own building, anticipates moving into the new building in one year, and only wishes to extend the lease for one year. Negotiations were therefore suspended. By this time, the lease had expired, and it was necessary to draft a retroactive time extension amendment.

**Purpose/Business Case:** To extend the lease for one year.

**Benefit:** Generates revenue for MDOT.

**Funding Source:** N/A; this is a revenue contract.

**Commitment Level:** Tenant must pay rent to continue to occupy the premises.

**Risk Assessment:** Reduced revenue for state.

**Cost Reduction:** The state does not accept less than the lease amount.

**New Project Identification:** N/A.

**Zip Code:** 48326.

22. HIGHWAYS - IDS Engineering Services

Contract (2004-0283) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

23. HIGHWAYS - IDS Engineering Services

Contract (2004-0285) between MDOT and Wade-Trim/Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

24. HIGHWAYS - IDS Real Estate Title Services

Contract (2004-0286) between MDOT and Alger Abstract & Title will provide for title searches, title insurance, real estate closings and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds depending on the particular project authorized.

25. \*HIGHWAYS – Settlement of Lawsuit

Contract (2004-0309) between MDOT and Payne & Dolan, Inc., will provide for Payne & Dolan, Inc., to repave certain portions of US-41. In order to settle a lawsuit brought by the Justice Department, Payne & Dolan, Inc., has agreed to fix portions of US-41 in Baraga County (CS 07013 – JN 34037). The pavement has deteriorated to such an extent that remedial work must be performed. The contract will be in effect from the date of award through May 15, 2005. Payne & Dolan, Inc., will bear the entire cost of the remedial work, approximately \$600,000; there will be no cost to MDOT.

**Purpose/Business Case:** This contract is for the repavement of certain portions of US-41 in Baraga County for resolution of outstanding claims by MDOT. All work will be performed by November 15, 2004.

**Benefit:** This contract is part of a settlement agreement made between MDOT and Payne & Dolan, Inc., for services to bring the pavement in question to within MDOT standards.

**Funding Source:** All work will be performed at no cost to MDOT.

**Commitment Level:** This contract is entered into as part of the settlement of a federal lawsuit brought by the Justice Department (United States District Court for Western District of Michigan, Case No. 2:03CV0153).

**Risk Assessment:** Not approving this contract will result in portions of the pavement of US-41 being substandard, increasing safety risks to the traveling public and maintenance costs.

**Cost Reduction:** All work will be performed at no cost to MDOT.

**New Project Identification:** No, this is part of a settlement agreement between MDOT and Payne & Dolan, Inc.

**Zip Code:** 49908.

26. HIGHWAYS - Cost Participation for Local Agency Design Contract

Contract (2004-5007) between MDOT and the Genesee County Road Commission will provide for participation in the study under contract by MDOT for the following activities:

The preparation of an operational and access management study for Highway I-75 at the interchange with Miller Road.

Estimated Funds:

Genesee County Road Commission Funds	\$ 26,395.77
State Restricted Trunkline Funds	\$ 0.00
Total Funds	<u>\$ 26,395.77</u>

M 84914 – 77388; Genesee County  
Traffic Safety Study

**Purpose/Business Case:** To provide data for potential development activity in the vicinity of a major highway interchange.

**Benefit:** To determine traffic capacity in a congested interchange area.

\* Denotes a non-standard contract/amendment

**Funding Source:** Genesee County Road Commission Funds.

**Commitment Level:** 100% Genesee County Road Commission Funds fixed at \$26,395.77.

**Risk Assessment:** Contract required in order for the County and developers to improve the interchange area.

**Cost Reduction:** Hours with consultants are negotiated and costs are capped; no cost to MDOT.

**New Project Identification:** New traffic safety study.

**Zip Code:** 48507.

27. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
Contract (2004-5081) between MDOT and the Sanilac County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 74-24-23, which carries Cash Road over the Elk Creek Drain, Sections 34 and 35, T11N, R14E, Watertown Township, Sanilac County, Michigan; the reconstruction of the approaches to the structure for approximately 334 feet southerly and 112 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$370,200
State Restricted Trunkline Funds	\$ 69,400
Sanilac County Road Commission	<u>\$ 23,100</u>
Total Funds	<u>\$462,700</u>

BRO 74024 - 56635

Letting of 5/7/2004

**Purpose/Business Case:** To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** Safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Sanilac County Road Commission Funds.

**Commitment Level:** 80% federal, 15% state, 5% Sanilac County funds; based on estimate.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replacement of existing structure.

**Zip Code:** 48471.



28. HIGHWAYS - Cost Participation for State Critical Bridge Construction Contract  
Contract (2004-5104) between MDOT and the Sanilac County Road Commission will provide for funding participation in the construction of the following improvements under Section 144 of Title 23 USC and the State Critical Bridge Program:

The removal and replacement of the structure B01 of 74-09-27, which carries Lamton Road over Greenman Creek, Sections 1 and 6, T12N, R12E, Evergreen Township, Sanilac County, Michigan; the reconstruction of the approaches to the structure for approximately 304 feet southerly and 303 feet northerly of the structure.

Estimated Funds:

Federal Highway Administration Funds	\$214,200
State Restricted Trunkline Funds	\$ 40,200
Sanilac County Commission Funds	\$ 13,400
Total Funds	<u>\$267,800</u>

BRO 74009 – 59822

Letting of 5/7/2004

**Purpose/Business Case:** To replace structurally deficient and functionally obsolete structure under the State Critical Bridge Program.

**Benefit:** Safer structure.

**Funding Source:** Federal Highway Bridge Replacement and Rehabilitation Program Funds, State Critical Bridge Funds, and Sanilac County Road Commission Funds.

**Commitment Level:** 80% federal, 15% state, 5% Sanilac County funds; based on estimate.

**Risk Assessment:** Possible failure of structure and closure to traffic.

**Cost Reduction:** Low bid.

**New Project Identification:** Replacement of existing structure.

**Zip Code:** 48726.

29. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5131) between MDOT and the Shiawassee County will provide for funding participation in the following improvements:

Remonumentation of seventeen government corners located along Highway M-21 from the Clinton/Shiawassee county line easterly to Delaney Road. Corner codes in Township 7 North, Range 1 East, include A-7, B-7, C-7, D-7, E-7, F-7, G-7, H-7, I-7, J-7, K-7, L-7, and M-7, and corner codes in Township 7 North, Range 2 East, include A-7, B-7, C-7, D-7, E-7, F-7, G-7, and H-7; all are within the limits of Shiawassee County.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$11,050</u>
Total Funds	<u>\$11,050</u>

BI04 76061 - 50572

Local Letting

**Purpose/Business Case:** To financially assist and invest in adequate survey control needed for future road projects.  
**Benefit:** Will provide necessary and accurate survey information for the design and construction of future road projects.  
**Funding Source:** 100% state funds.  
**Commitment Level:** 100% state funds; based on established cost per government corner.  
**Risk Assessment:** Unable to establish survey control for future road projects.  
**Cost Reduction:** Costs per government corner are negotiated based on needed service.  
**New Project Identification:** Reestablishment and replacement of survey corners.  
**Zip Code:** 48867.

30. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
 Contract (2004-5138) between MDOT and Clinton County will provide for funding participation in the following improvements:

Remonumentation of twenty government corners located along Highway M-21 from the Clinton/Shiawassee county line west only to Morton Street. Corner codes in Township 7 North, Range 2 West, include A-5, B-5, C-5, D-5, E-5, F-5, G-5, H-5, I-5, J-5, K-5, L-5, and M-5; and corner codes in Township 7 North, Range 2 West, include E-5, F-5, G-5, H-5, I-5, J-5, K-5, L-5, and M-5; all are within the limits of Clinton County.

Estimated Funds:

State Restricted Trunkline Funds	<u>\$13,000</u>
Total Funds	<u>\$13,000</u>

BI04 19062 - 48072  
 Local Letting

**Purpose/Business Case:** To financially assist and invest in adequate survey control needed for future road projects.  
**Benefit:** Will provide necessary and accurate survey information for the design and construction of future road projects.  
**Funding Source:** 100% state funds.  
**Commitment Level:** 100% state funds; based on established cost per government corner.  
**Risk Assessment:** Would be unable to establish survey control for future road projects.  
**Cost Reduction:** Costs per government corner are negotiated based on needed service.  
**New Project Identification:** Reestablishment and replacement of survey corners.  
**Zip Code:** 48879.

31. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5156) between MDOT and the City of Port Huron will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Reconstruction work along 24<sup>th</sup> Street from Nern Street to Electric Avenue, including sidewalk ramp work.

Estimated Funds:

State Restricted Economic Development Funds	\$323,800
City of Port Huron Funds	<u>\$244,200</u>
Total Funds	<u>\$568,000</u>

EDF 77566 – 77739; St. Clair County  
Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and City of Port Huron Funds.

**Commitment Level:** 57% state funds up to \$375,000 and the balance by the City of Port Huron; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48060.

32. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5167) between MDOT and the Manistee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds:

Hot mix asphalt surfacing work along Dontz Road from Siuda Road to Highway M-22, including aggregate base conditioning, paved shoulder, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

State Restricted Economic Development Funds	\$176,600
Manistee County Road Commission Funds	<u>\$ 44,100</u>
Total Funds	<u>\$220,700</u>

EDD 51555 - 78378  
Letting of 5/7/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and Manistee County Road Commission Funds.

**Commitment Level:** 80% state funds, 20% Manistee County Road Commission Funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49660.

33. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5168) between MDOT and the Manistee County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Hot mix asphalt surfacing work along Highbridge Road from Coates Highway to Nine Mile Road, including aggregate base conditioning, paved shoulder, aggregate shoulder, guardrail, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$158,200
Federal Highway Administration Funds	\$195,500
State Restricted Economic Development Funds	\$ 65,200
Manistee County Road Commission Funds	<u>\$ 46,500</u>
Total Funds	<u>\$465,400</u>

EDDF 51555 - 76675

Letting of 5/7/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Manistee County Road Commission Funds.

**Commitment Level:** 76% federal, 14% state, 10% Manistee County Road Commission funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49619.

34. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5184) between MDOT and the Gladwin County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Hot mix asphalt paving with aggregate shoulder work along School Road from approximately 0.25 miles east of Miller Road easterly to Herner Road and along Herner Road from School Road southerly to approximately 0.10 miles north of the Tittabawassee River.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 202,100
Federal Highway Administration Funds	\$ 26,700
State Restricted Economic Development Funds	\$103,000
Gladwin County Road Commission Funds	<u>\$ 49,600</u>
Total Funds	<u>\$381,400</u>

EDDF 26555 - 76570

Letting of 6/4/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Gladwin County Road Commission Funds.

**Commitment Level:** 60% federal, 27% state, 13% Gladwin County Road Commission funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48610.

35. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5191) between MDOT and the Marquette County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Hot mix asphalt paving work along County Road 480 from the Wisconsin Central Limited railroad trestle easterly to the east city limits of Negaunee, including crushing and shaping and guardrail improvement work.

Estimated Funds:

State Restricted Economic Development Funds	\$375,000
Marquette County Road Commission Funds	<u>\$125,000</u>
Total Funds	<u>\$500,000</u>

EDF 52566 - 77742

Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** State Transportation Economic Development Funds and Marquette County Road Commission Funds.

**Commitment Level:** 75% state funds up to \$375,000 and the balance by Marquette County Road Commission; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49866.

36. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5192) between MDOT and the City of Romulus will provide for participation in the construction under contract by the City of the following Transportation Enhancement improvements:

Landscaping work along Merriman Road from approximately 0.15 miles south of Flynn Drive northerly to Ecorse Road, including tree planting, shrub planting, and flower planting work.

Estimated Funds:

Federal Highway Administration Funds	\$172,895
City of Romulus Funds	<u>\$172,895</u>
Total Funds	<u>\$345,790</u>

STE 82457 – 38624; Wayne County

Local Letting

**Purpose/Business Case:** To provide for participation in transportation enhancement activities under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21).

**Benefit:** Beautification of transportation system.

\* Denotes a non-standard contract/amendment

**Funding Source:** Federal Transportation Enhancement Activities Funds and City of Romulus Funds.  
**Commitment level:** 50% Federal up to \$172,895 and the balance by City of Romulus; based on estimate.  
**Risk Assessment:** Contract required in order for City to receive these Federal Funds.  
**Cost Reduction:** Low bid.  
**New Project Identification:** New beautification of existing roadway.  
**Zip Code:** 48174.

37. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5207) between MDOT and the Chippewa County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along Riverside Drive from Highway M-129 easterly to Pennington Road, including base crushing and shaping, hot mix asphalt surfacing, aggregate shoulder, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$101,600
Chippewa County Road Commission Funds	<u>\$ 25,400</u>
Total Funds	<u>\$127,000</u>

EDDF 17555 - 78859  
Letting of 6/4/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.  
**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.  
**Funding Source:** Federal Minimum Guarantee Funds and Chippewa County Road Commission Funds.  
**Commitment Level:** 80% federal funds, 20% Chippewa County Road Commission Funds; based on estimate.  
**Risk Assessment:** Possible loss of development opportunities.  
**Cost Reduction:** Low bid.  
**New Project Identification:** Improvement of existing roadway.  
**Zip Code:** 49774.

38. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5210) between MDOT and the Clare County Road Commission will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Hot mix asphalt surfacing work along Eight Point Lake Road from Partridge Avenue to Cook Avenue, including aggregate base conditioning, aggregate shoulder, paved shoulder, turf establishment, pavement marking, and traffic control work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$135,200
Clare County Road Commission Funds	<u>\$ 33,800</u>
Total Funds	<u>\$169,000</u>

EDDF 18555 - 76569

Letting of 6/4/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds and Clare County Road Commission Funds.

**Commitment Level:** 80% federal funds, 20% Clare County Road Commission Funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48622.

39. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5218) between MDOT and the Gratiot County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category F Funds:

Hot mix asphalt paving work along Jerome Road from Lincoln Road to Michigan Avenue, including crushing and shaping, shoulder, minor ditching, and storm sewer work.

Estimated Funds:

State Restricted Economic Development Funds	\$272,000
Gratiot County Road Commission Funds	<u>\$ 68,000</u>
Total Funds	<u>\$340,000</u>

EDF 29566 - 77741

Local Letting

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

\* Denotes a non-standard contract/amendment



**Funding Source:** State Transportation Economic Development Funds and Gratiot County Road Commission Funds.  
**Commitment Level:** 80% state funds up to \$272,000 and the balance by Gratiot County Road Commission; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48801.

40. HIGHWAYS - Cost Participation for Local Agency Construction Contract

Contract (2004-5222) between MDOT and the Dickinson County Road Commission will provide for funding participation in the construction of the following improvements utilizing Transportation Economic Development Category D Funds and Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Rehabilitation work along County Road 569 (Waucedah-Foster City Road) from Highway M-69 southerly approximately 1.64 miles and bridge deck waterproofing and surfacing work for the structure B02 of 22-01-04, which carries County Road 569 (Waucedah-Foster City Road) over the east branch of the Sturgeon River, Section 12, T41N, R28W, Breen Township, Dickinson County, Michigan, including base crushing and shaping, aggregate base, hot mix asphalt surfacing, aggregate shoulder, drainage improvement, guardrail improvement, bridge railing replacement, traffic control, pavement markings, and restoration work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$111,100
Federal Highway Administration Funds	\$ 98,000
State Restricted Economic Development Funds	\$ 52,300
Dickinson County Road Commission Funds	<u>\$ 65,300</u>
Total Funds	<u>\$326,700</u>

EDDF 22555 - 76786

Letting of 6/4/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds, Federal Surface Transportation Program Funds, State Transportation Economic Development Funds, and Dickinson County Road Commission Funds.

**Commitment Level:** 64% federal, 16% state, 20% Dickinson County Road Commission funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49834.

41. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5226) between MDOT and the Village of Custer will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Reconstruction work along Main Street (Custer Road) from the south village limits to the north village limits, excluding the at-grade crossing at the CSX Transportation, Inc., railroad tracks and the intersection at Highway US-10, and including base crushing and shaping, coldmilling, aggregate base, subgrade undercutting, drainage structure, storm sewer, hot mix asphalt paving, curb and gutter, sidewalk, turf establishment, traffic control, and pavement marking work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$251,700
Village of Custer Funds	<u>\$ 62,900</u>
Total Funds	<u>\$314,600</u>

EDDF 53555 – 54391; Mason County  
Letting of 6/4/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds and Village of Custer Funds.

**Commitment Level:** 80% federal, 20% Village of Custer funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 49405.

42. HIGHWAYS - Cost Participation for Local Agency Construction Contract  
Contract (2004-5233) between MDOT and the Village of Carsonville will provide for funding participation in the construction of the following improvements utilizing Federal Highway Administration Funds in lieu of Transportation Economic Development Category D Funds:

Resurfacing work along Main Street from Highway M-46 to the north village limits, including trenching, coldmilling, hot mix asphalt paving, curb and gutter, aggregate shoulder, pavement marking, slope restoration, and maintaining traffic work.

Estimated Funds:

Federal Highway Administration Funds being used	
in lieu of State Restricted Economic Development Funds	\$ 92,600
Village of Carsonville Funds	<u>\$ 23,100</u>
Total Funds	<u>\$115,700</u>

EDDF 74555 – 77752; Sanilac County  
Letting of 6/4/2004

**Purpose/Business Case:** To financially assist and invest in roadway improvements related to economic development and the betterment of the state all-season road network under Public Act 231.

**Benefit:** Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

**Funding Source:** Federal Minimum Guarantee Funds and Village of Carsonville Funds.

**Commitment Level:** 80% federal, 20% Village of Carsonville funds; based on estimate.

**Risk Assessment:** Possible loss of development opportunities.

**Cost Reduction:** Low bid.

**New Project Identification:** Improvement of existing roadway.

**Zip Code:** 48419.

43. MULTI-MODAL - Time Extension

Amendatory Contract (98-0792/A5) between MDOT and the City of Adrian will extend the contract term by one year to allow the City to retain and complete architecture and engineering services for the construction of a new transit facility. The delay in requesting bids for the architecture and engineering work occurred because the agency experienced trouble locating and purchasing an acceptable piece of property for a new transportation facility for administration, maintenance, and vehicle storage. An acceptable parcel has been identified and the agency has entered into an option agreement to purchase the property, contingent upon the results of an environmental assessment. A request for bids for architecture and engineering work has also been drafted. The original contract provides state matching funds for the City's FY 1998 Federal Section 5309 Capital Discretionary Program. The revised contract term will be September 22, 1998, through September 30, 2005. The total contract amount remains unchanged at \$65,000. Source of Funds: Federal Transit Administration Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

**Purpose/Business Case:** To extend the contract term by one year in order to retain and complete architectural and engineering services for the construction of a new transit facility.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$52,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$13,000.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving the amendment is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49221.

44. MULTI-MODAL - Time Extension

Amendatory Contract (2000-0801/A2) between MDOT and the Blue Water Area Transportation Commission (BWATC), which provides transit service in St. Clair County, will extend the contract term by two years to allow BWATC sufficient time to relocate two existing fueling stations. The original contract provides funding for the purchase and installation of a Compressed Natural Gas (CNG) fueling station. The fueling station has been installed but the extension is requested to allow the remaining funds in this grant to be used to relocate two existing fueling stations to BWATC's new facility. The new facility is scheduled for completion in 2006. The original contract provides state matching funds for BWATC's FY 2000 Federal Section 5309 Capital Discretionary Program. The revised contract term will be July 19, 2000, through July 18, 2006. The total contract amount remains unchanged at \$613,184. Source of Funds: Federal Transit Administration Funds - \$490,547; FY 2000 State Restricted Comprehensive Transportation Funds - \$122,637.

**Purpose/Business Case:** To provide for a two-year time extension to provide sufficient time for the relocation of two existing fueling stations for BWATC's new facility, scheduled for completion in 2006.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$490,547; FY 2000 State Restricted Comprehensive Transportation Funds - \$122,637.

**Commitment Level:** Contract based on estimates.

**Risk Assessment:** The risk of not approving this amendment is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48060.

45. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0527/A1) between MDOT and the City of Adrian will extend the contract term by two years to allow the City sufficient time to purchase property and construct a new transportation facility. The purchase of the property was delayed because the City experienced trouble locating an acceptable piece of property for a new transportation facility for administration, maintenance, and vehicle storage. An acceptable parcel has been identified, and the City has entered into an option agreement to purchase the property, contingent upon the results of an environmental assessment. The original contract provides state matching funds for the City's FY 2001 Federal Section 5309 Capital Discretionary Program. The revised contract term will be September 14, 2001, through September 13, 2006. The total contract amount remains unchanged at \$417,565. Source of Funds: Federal Transit Administration Funds - \$334,052; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$83,513.

**Purpose/Business Case:** To extend the contract term by two years for the purchase of property and the construction of a new transportation facility.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$334,052; FY 1992 and FY 2002 State Restricted Comprehensive Transportation Funds - \$83,513.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving the amendment is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49221.

46. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0850/A1) between MDOT and the City of Adrian will extend the contract term by two years to allow the City sufficient time to purchase property and construct a new transportation facility. The purchase of the property was delayed because the City experienced trouble locating an acceptable piece of property for a new transportation facility for administration, maintenance, and vehicle storage. An acceptable parcel has been identified, and the City has entered into an option agreement to purchase the property, contingent upon the results of an environmental assessment. The original contract provides state matching funds for the City's FY 2001 Federal Section 5311 Nonurbanized Area Formula Capital Program. The revised contract term will be September 28, 2001, through September 27, 2006. The total contract amount remains unchanged at \$468,750. Source of Funds: Federal Transit Administration Funds - \$375,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$93,750.

**Purpose/Business Case:** To extend the contract term by two years for the purchase of property and the construction of a new transportation facility.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$375,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$93,750.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving the amendment is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49221.

47. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0852/A2) between MDOT and the Saginaw Transit Authority Regional System (STARS) will extend the contract term by one year to allow sufficient time for STARS to purchase a phone system to monitor passenger wait times and automatic data processing hardware/software; to replace the heating, ventilation, and air conditioning system in the operations building; and to use any remaining available funds to rehabilitate/renovate the terminal. These projects were delayed due to staffing changes and the reorganization of operations within STARS. The original contract provides state matching funds for STARS's FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program. The revised contract term will be June 27, 2001, through June 26, 2005. The total contract amount remains unchanged at \$735,378. Source of Funds: Federal Transit Administration Funds - \$588,302; FY 2001 State Restricted Comprehensive Transportation Funds - \$142,076; STARS Funds - \$5,000.

**Purpose/Business Case:** To provide for a one-year time extension. Projects have been delayed because of operational and staffing changes within STARS.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$588,302; FY 2001 State Restricted Comprehensive Transportation Funds - \$142,076; STARS Funds - \$5,000.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48607.

48. MULTI-MODAL - Time Extension

Amendatory Contract (2001-0945/A2) between MDOT and the City of Holland will extend the contract term by two years to allow the City sufficient time to complete the purchase of new buses. The City was delayed in the purchase of the buses due to a fleet change to low-floor buses requiring the development of new specifications. The new low-floor bus specifications are near completion. The Requests for Proposals will go out next month, and bus delivery is expected within six to twelve months of the bid award. The original contract provides state matching funds for the FY 2001 Federal Section 5307 Urbanized Area Formula Capital Program, including the Federal Congestion Mitigation and Air Quality Improvement Program. The revised contract term will be September 17, 2001, through September 16, 2006. The total contract amount remains unchanged at \$506,250. Source of Funds: Federal Transit Administration Funds - \$405,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$101,250.

**Purpose/Business Case:** To extend the contract term by two years for the purchase of buses.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$405,000; FY 2001 State Restricted Comprehensive Transportation Funds - \$101,250.

\* Denotes a non-standard contract/amendment

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving this amendment is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49423.

49. MULTI-MODAL - Section 5311 Capital

Project Authorization Revision (Z3/R1) under Master Agreement (2002-0012) between MDOT and the Bay Area Transportation Authority will add the purchase of financial accounting software and hardware to the authorization. The agency needs to upgrade its financial system to a Windows-based application, as its current disk operating system (DOS) application is no longer supported by its vendor. The original authorization provides state matching funds for the agency's FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program. The authorization term remains unchanged, September 24, 2002, through September 23, 2005. The authorization amount remains unchanged at \$47,500. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$38,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,500.

**Purpose/Business Case:** To provide for the addition of financial accounting software and hardware to the authorization.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$38,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$9,500.

**Commitment Level:** Contract is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is that federal funds will be lost.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is a revision to an existing project.

**Zip Code:** 49684.

50. MULTI-MODAL – Section 5311 Capital

Project Authorization Revision (Z4/R1) under Master Agreement (2002-0064) between MDOT and the Marquette County Transit Authority will add a line item for facility construction. The agency's new transit facility is being funded out of several grants, and the addition of this line item to the authorization will provide the funding necessary for the completion of the Phase II construction of the transit facility. The original authorization provides state matching funds for the agency's FY 2002 Federal Section 5311 Nonurbanized Area Formula Capital Program. The authorization term remains unchanged, September 24, 2002, through September 23, 2005. The authorization amount remains unchanged at \$108,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration Funds - \$86,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$21,600.

**Purpose/Business Case:** To provide for the addition of a line item for facility construction.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Transit Administration Funds - \$86,400; FY 2002 State Restricted Comprehensive Transportation Funds - \$21,600

**Commitment Level:** Authorization is based on cost estimates.

**Risk Assessment:** The risk of not approving this revision is that federal funds will be lost.

\* Denotes a non-standard contract/amendment

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is a revision to an existing project and adds a line-item for facility construction.

**Zip Code:** 49855.

51. MULTI-MODAL - Transportation To Work

**Retroactive** Project Authorization (Z10) under Master Agreement (2002-0079) between MDOT and the Otsego County Board of Commissioners will provide funding for enhanced public transportation services as requested for Transportation to Work (formerly referred to as "Project Zero") clients in Cheboygan and Presque Isle Counties. These areas have been designated as Transportation to Work sites, and a need for additional public transit services has been identified. Funds will be provided for operating costs; MDOT will provide 50 percent of the operating costs. The Family Independence Agency (FIA) and the Michigan Department of Career Development (MDCD) will together provide the remaining 50 percent of the operating costs. The authorization will be in effect from October 1, 2003, through September 30, 2004. The authorization amount will be \$81,101. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: FY 2004 State Restricted Comprehensive Transportation Funds - \$40,551; FIA Funds - \$20,275; MDCD Funds - \$20,275.

**Purpose/Business Case:** To provide FY 2004 funding for enhanced public transportation services as requested for transportation to work clients.

**Benefit:** Increased public transportation services.

**Funding Source:** FY 2004 State Restricted Comprehensive Transportation Funds - \$40,551; FIA Funds - \$20,275; MDCD Funds - \$20,275.

**Commitment Level:** Authorization amount is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of transportation to work services.

**Cost Reduction:** Reimbursement is based on the cost of services provided.

**New Project Identification:** Provides for enhanced public transportation services in Cheboygan and Presque Isle Counties.

**Zip Code:** 49735.

52. MULTI-MODAL - Transit Planning and Research

Project Authorization Revision (Z2/R1) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority will remove the FY 2004 Federal Transit Administration (FTA) funding from the authorization and adjust the authorization effective date. As the FY 2004 FTA funds were not appropriated, the authorization is being revised to remove the FY 2004 FTA funding and to change the effective date of the authorization to the date of award of the original authorization. The effective date previously would have been the effective date of the FTA grant. The original authorization provides funding for organizational development, Authority administration, and/or transportation planning. The revised authorization will use the state funds to expand the level of work to be performed under a FY 2003 Federal Transit Administration grant, as well as augment \$500,000 in Federal Highway Administration funding. The revised total authorization amount will be \$113,069. The revised authorization term will be September 5, 2003, through September 4, 2006. The term of the master agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FY 2003 State Restricted Comprehensive Transportation Funds - \$113,069.

**Purpose/Business Case:** To revise the authorization to remove FY 2004 FTA funding and to adjust the effective date of the authorization to the date of award. This authorization is contingent upon Regional Transit Coordinating Council (RTCC) approval, which is expected to be given at the May 26, 2004, RTCC meeting.

**Benefit:** Increased public safety through improved transportation services.

**Funding Source:** FY 2003 State Restricted Comprehensive Transportation Funds - \$113,069.

**Commitment Level:** Authorization is based on cost estimates.

**Risk Assessment:** The risk of not awarding this revision is that the needed work will not be completed.

**Cost Reduction:** Reimbursement is based on the cost of services provided.

**New Project Identification:** This is not a new project.

**Zip Code:** 49946.

53. MULTI-MODAL -Transportation and Community and System Preservation Program

Project Authorization (Z3) under Master Agreement (2003-0588) between MDOT and the Detroit Area Regional Transportation Authority will provide federal funds for organizational development, Authority administration, and transportation planning. The authorization will provide 100 percent federal funds for work to be performed under a FY 2003 Transportation and Community and System Preservation grant; no state funds will be used. The total cost of this project is \$500,000. The authorization will be in effect from the date of award through September 4, 2006. The authorization may be retroactive due to the term matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. The term of the master agreement is from August 15, 2003, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2003 through FY 2006. Source of Funds: FY 2003 Federal Highway Administration Funds - \$500,000.

**Purpose/Business Case:** To provide Federal Transportation and Community and System Preservation Program funding to the Detroit Area Regional Transportation Authority. This authorization is contingent upon Regional Transit Coordinating Council (RTCC) approval, which is expected to be given at the May 26, 2004, RTCC meeting.

**Benefit:** Will increase public safety through improved transportation services.

**Funding Source:** Federal Highway Administration Funds - \$500,000.

**Commitment Level:** Authorization is based on cost estimates.

**Risk Assessment:** The risk of not approving this authorization is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FHWA and is not negotiated.

**New Project Identification:** The project will provide for organizational development, authority administration, and transportation planning.

**Zip Code:** 49946.

54. \*MULTI-MODAL - Increase Revenue Grant Amount

Amendatory Contract (2004-0072/A1) between MDOT and the United States Department of Transportation, Federal Transit Administration (FTA), will add \$1,616,825 to the original FY 2004 Section 5311 Nonurbanized Area Formula Operating Program grant. This increase reflects the amount of funding authorized under the second Federal Continuing Resolution. If additional funds are available once a transportation bill is passed, another grant amendment will be processed. The revised total grant amount will be \$5,300,742. The contract term remains unchanged, October 1, 2003, through September 30, 2004. Source of Funds: 100% Federal Transit Administration Funds.

**Purpose/Business Case:** To provide for \$1,616,825 in additional funding to the FY 2004 Section 5311 Operating Assistance Program.

**Benefit:** Will increase public safety through improved transportation services.

**Funding Source:** Federal Transit Administration Funds - \$5,300,742.

\* Denotes a non-standard contract/amendment



**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not awarding this grant is the loss of federal funds.

**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.

**New Project Identification:** This is an amendment to an existing grant.

**Zip Code:** 49946.

55. MULTI-MODAL - Intercity Bus Equipment Lease

Contract (2004-0258) between MDOT and Greyhound Lines, Inc., will provide for MDOT to contractually lease for \$1,000 per year per vehicle four intercity highway motorcoaches to Greyhound Lines, Inc. MDOT will purchase the coaches under a separate purchase order and lease them to Greyhound Lines for a minimum of six years or 450,000 miles, whichever comes first. Greyhound is requesting the motorcoaches to replace older motorcoaches that have reached the end of their useful lives and to maintain their existing scheduled regular route round-trip service between Detroit, Muskegon, Bay City, and Chicago, Illinois, and between Grand Rapids and Chicago, serving intermediate towns and cities. These motorcoaches will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicles are leased and accepted through six years or 450,000 miles, whichever comes first. This is a revenue contract. Greyhound Lines, Inc., will pay MDOT \$4,000 per year for the duration of the contract.

**Purpose/Business Case:** To provide for the lease of four intercity highway motorcoaches to Greyhound Lines, Inc., to maintain and preserve its existing daily scheduled regular route service from various locations in the lower peninsula, serving all intermediate urban and rural communities. The motorcoaches will replace older motorcoaches that have reached the end of their useful lives.

**Benefit:** The new motorcoaches will improve the quality, safety, and reliability of intercity bus services to a large number of lower income travelers and will contribute to the continued stabilization of the Michigan intercity bus industry that has been in a state of flux since deregulation and on the decline for years. Intercity bus regular route service is not a profit-making segment of bus companies' services for the most part. At best, on high density routes, costs equal revenues. Buses provided by MDOT remove such overhead burdens as debt service, interest, and maintenance costs, keeping regular route operations at break even or minimizing any loss. The buses keep the state from providing operating assistance and in many instances generate improved frequency and service quality, attracting new passengers and increasing ridership and revenue.

**Funding Source:** Greyhound Lines, Inc., Funds - \$4,000 per year.

**Commitment Level:** Contract lease amount is based on MDOT guidelines.

**Risk Assessment:** The risks of not approving this contract are the possible abandonment of regular route services, schedule frequency reduction, and the placing of the state in the position of having to provide operating assistance support to keep the services in operation.

**Cost Reduction:** This contract provides for Greyhound Lines to make lease payments (revenue) to MDOT.

**New Project Identification:** Provides for the lease of new replacement motorcoaches.

**Zip Code:** 48909.

56. \*MULTI-MODAL - Marine Passenger

Contract (2004-0279) between MDOT and the Detroit/Wayne County Port Authority (DWCPA) will provide federal and state funding for architectural and engineering services and for project management for a new public dock and terminal facility in downtown Detroit. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit. The contract will be in effect from the date of award through three years. The total contract amount will be \$1,150,000. Source of Funds: Federal Highway Administration Funds - \$920,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$230,000.

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To provide federal and state funding for architectural and engineering services and for project management for a new public dock and terminal facility in downtown Detroit. The facility will be designed to harbor cruise ships and other transient vessels visiting Detroit.

**Benefit:** Will increase public safety through improved transportation infrastructure.

**Funding Source:** Federal Highway Administration Funds - \$920,000; FY 2002 State Restricted Comprehensive Transportation Funds - \$230,000.

**Commitment Level:** Contract based on cost estimates.

**Risk Assessment:** The risk of not approving the contract is the loss of federal funds.

**Cost Reduction:** Project will be bid by the DWCPA and the vendor selected according to Brooks Act requirements.

**New Project Identification:** This is a new facility construction project.

**Zip Code:** 48214.

57. **\*MULTI-MODAL (Aeronautics) - Increase Services and Amount, Extend Term**

Amendatory Contract (2002-0388/A1) between MDOT and the Delta County Board of Commissioners will add the replacement of a water main to the project, will increase the contract amount by \$69,617, and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the relocation of an entrance road, the expansion of a parking lot, and reimbursement for land at the Delta County Airport in Escanaba, Michigan. The revised contract term will be April 22, 2002, through April 21, 2022. The revised total contract amount will be \$869,617. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$719,700	\$62,956	\$782,656
State Restricted Aeronautics Funds	\$ 38,850	\$ 3,589	\$ 42,439
Delta County Funds	\$ 41,450	\$ 3,072	\$ 44,522
Total	<u>\$800,000</u>	<u>\$69,617</u>	<u>\$869,617</u>

**Purpose/Business Case:** The amendment will allow for a change in service in order to cover the cost of replacing a bad water main under the parking lot, which was discovered during construction. The time extension will extend the contract term by seventeen years in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** Once the project is completed, the FAA can close out its grant, a formal procedure pending at this point.

**Funding Source:** FAA Funds - \$782,656; State Restricted Aeronautics Funds - \$42,439; Delta County Funds - \$44,522; Contract Total - \$869,617.

**Commitment Level:** The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

**Risk Assessment:** If the contract is not awarded, the local sponsor would have to proceed without federal and state participation. A delay in the project could jeopardize future grants.

**Cost Reduction:** All construction contracts are procured through federal procurement guidelines and awarded to the lowest bidder.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 49829.

58. \*MULTI-MODAL (Aeronautics) – Novate, Increase Scope and Amount, Extend Term  
 Amendatory Contract and Novation (2003-0156/A1) between MDOT, the Oakland County Board of Commissioners, and the County of Oakland will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change; will add a change in the elevation of the ground run-up enclosure to the project, which is needed because of the control tower's line of site; will increase the contract amount by \$10,000; and will extend the contract term by seventeen years in order to comply with a Federal Aviation Administration (FAA) regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The original contract provides for the design and construction of a ground run-up enclosure at the Oakland County International Airport in Pontiac, Michigan. The revised contract term will be April 23, 2003, through April 22, 2023. The revised total contract amount will be \$2,664,000. Source of Funds:

	<u>Previous Total</u>	<u>Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$2,388,540	\$ 9,000	\$2,397,540
State Restricted Aeronautics Funds	\$ 132,730	\$ 500	\$ 133,230
Oakland County Funds	<u>\$ 132,730</u>	<u>\$ 500</u>	<u>\$ 133,230</u>
Total	<u>\$2,654,000</u>	<u>\$10,000</u>	<u>\$2,664,000</u>

**Purpose/Business Case:** The project includes the design and construction of a ground run-up enclosure, which will muffle the sound emitted from jet aircraft during high-powered engine test runs on the ground after maintenance. This amendment will allow for a change in the elevation of the enclosure due to the air traffic control tower's line of site. The novation will transfer the contract responsibilities from the Oakland County Board of Commissioners to the County of Oakland due to a name change. The time extension will extend the contract term by seventeen years in order to comply with an FAA regulation that requires airports receiving Federal funding for certain types of projects to remain fully operational for a period of twenty years.

**Benefit:** The benefit is to the surrounding community. The ground run-up enclosure significantly lowers the noise level generated on the airport during engine tests, which are conducted at all hours of the day and night. Oakland County International Airport is an extremely busy airport with a high number of corporate jet operations, and it is located in a highly populated area.

**Funding Source:** Federal Aviation Administration Funds - \$2,397,540; State Restricted Aeronautics Funds - \$133,230; Oakland County Funds - \$133,230; Total Contract - \$2,664,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not be completed as planned, as the local government may not be able to afford the cost with Federal and State participation. In addition, there will continue to be a problem with noise impacts on the surrounding community. An extensive formal study has confirmed that the noise generated on the airport is having a negative impact on nearby residents.

**Cost Reduction:** Cost negotiations were conducted.

**New Project Identification:** This is an amendment to an existing contract.

**Zip Code:** 48327.

59. \*MULTI-MODAL (Aeronautics) - Capital Improvement Projects in Wayne County  
 Contract (2004-0249) between MDOT and the Wayne County Airport Authority (WCAA) will set forth requirements for the receipt and expenditure of federal and state grant funds for various capital improvement projects at the Detroit Metropolitan Wayne County Airport in Detroit, Michigan and the Willow Run Airport in Ypsilanti, Michigan. This contract does not authorize any expenditures. Specific projects and grants will be covered by separate agreements. This contract will provide a basis for the establishment of funding accounts so federal funds can be passed through to the WCAA. The contract will be in effect from the date of award through twenty years. This is a zero dollar contract. Funding will be obtained from federal, state, and local sources, as available and required for the improvement projects.

**Purpose/Business Case:** Projects covered by this contract will include safety enhancement projects and additional security measures required by recent updates in federal standards. Infrastructure preservation projects will include rehabilitation of airport pavements, lighting systems and signs, drainage systems, terminal buildings, fire/police/snow removal equipment facilities, and cargo facilities. Airport master plan, noise, and environmental studies will also be covered by this contract, as well as noise mitigation measures.

**Benefit:** The traveling public will benefit from airport safety and security enhancement projects. Neighbors to the airports will benefit from noise mitigation programs. The airlines, freight operators, corporate and general aviation, will benefit from the infrastructure preservation projects, and as a result, there will be overall state and national economic benefits as well.

**Funding Source:** Funding will be obtained from federal, state, and local sources, as available and required for the improvement projects.

**Commitment Level:** All projects will have a fixed cost.

**Risk Assessment:** If the contract is not awarded, the projects may not proceed as planned, as the airport sponsor may not be able to afford the cost without Federal and State participation.

**Cost Reduction:** All consultant contracts will be reviewed by MDOT personnel for appropriateness and further cost reductions. All construction contracts will be procured through Federal procurement guidelines.

**New Project Identification:** Projects will include engineering or planning studies, land acquisition, or any project included in a grant issued by the Federal Aviation Administration for the airports. Federally funded projects will not be subject to State Administrative Board approval, as the agreements will be directly between the WCAA and the FAA.

**Zip Code:** 48198 and 48242.

60. MULTI-MODAL (Aeronautics) - Construct and Rehabilitate Parallel Taxiways

Contract (2004-0263) between MDOT and the City of Grand Haven will provide federal and state grant funds for the construction of the rehabilitation of a parallel taxiway for runway 9/27 and for the construction of a parallel taxiway for runway 18/36 at the Grand Haven Memorial Airpark in Grand Haven, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through 20 years. Source of Funds: FAA Funds (via block grant) - \$206,550; State Restricted Aeronautics Funds - \$117,133; City of Grand Haven Funds - \$19,317; Contract Total - \$343,000.

**Purpose/Business Case:** The project includes the construction of the rehabilitation of a parallel taxiway for runway 9/27 and the construction of a parallel taxiway for runway 18/36.

**Benefit:** The rehabilitation will extend the useful life of the taxiways. In addition, it will make the airport safer for the pilots and airport users.

**Funding Source:** FAA Funds (via Block Grant) - \$206,550; State Restricted Aeronautics Funds - \$117,133; City of Grand Haven Funds - \$19,317; Contract Total - \$343,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local governmental cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction will be bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is rehabilitation of an existing facility.

**Zip Code:** 49417.

61. \*MULTI-MODAL (Aeronautics) - Carrier Recruitment and Retention Grant  
Contract (2004-0282) between MDOT and the Muskegon County Board of Commissioners will provide for a grant under the carrier recruitment and retention category of the air service program in order to establish jet service at the Muskegon County Airport in Muskegon, Michigan. The grant will be used to offset potential losses incurred during the first six months of jet service operation at the airport. The contract will be in effect from the date of award through May 31, 2005. Source of Funds: State Restricted Aeronautics Funds - \$50,000; Muskegon County Funds - \$50,000; Contract Total - \$100,000.

**Purpose/Business Case:** The contract will provide a state funding match of \$50,000 for the purpose of securing a \$500,000 Federal grant under the Small Community Air Service Development (SCASD) Program. The combined funding will be used to mitigate potential financial losses incurred with the introduction of jet service at the Muskegon County Airport.

**Benefit:** This grant will provide for the reintroduction of jet service at Muskegon County Airport. The traveling public will benefit from the increased efficiency and speed of jet service while enjoying the reduced noise and modern conveniences associated with the newer aircraft.

**Funding Source:** State Restricted Aeronautics Funds - \$50,000; Muskegon County Funds - \$50,000; Contract Total - \$100,000.

**Commitment Level:** The contract is based on an estimate with no fixed costs.

**Risk Assessment:** If the contract is not awarded, the \$500,000 federal grant may be jeopardized. In addition, travelers using the Muskegon County Airport would be forced to use lower-performing, less efficient turboprop aircraft.

**Cost Reduction:** Muskegon County will be contributing up to \$50,000 in local funding to reduce the necessary size of the state grant.

**New Project Identification:** This is not a new construction project.

**Zip Code:** 49444.

62. MULTI-MODAL (Aeronautics) - Apron Reconstruction and Expansion  
Contract (2004-0284) between MDOT and the Saginaw County Board of Commissioners will provide Federal and State grant funds for the reconstruction and expansion of an apron at the Saginaw County H. W. Browne Airport in Saginaw, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years. Source of Funds: FAA Funds (via block grant) - \$393,991; State Restricted Aeronautics Funds - \$14,754; Saginaw County Funds - \$30,755; Contract Total - \$439,500.

The funding amounts shown above are consistent with the participation ratio currently approved by the state legislature for airport capital improvement projects (90 percent federal funding, 5 percent state funding, and 5 percent local funding). The FAA has approved the participation ratio for federal airport capital improvement projects beginning with fiscal year 2004 at 95 percent federal funding, 2.5 percent state funding, and 2.5 percent local funding. The state legislature may approve a participation ratio consistent with that approved by the FAA. We are also seeking State Administrative Board pre-approval of the change to a 95 percent federal/2.5 percent state/2.5 percent local participation ratio for this contract in the event that the state legislature approves this participation ratio.

**Purpose/Business Case:** The purpose of the project is to reconstruct and expand the apron. The pavement in this area is failing, and the current size is not adequate for the amount of traffic at this airport.

**Benefit:** Airport users will benefit from the reconstructed pavement, and the expansion will allow for larger aircraft as well as more traffic on the apron.

**Funding Source:** 2003 and 2004 FAA Funds (via Block Grant) - \$393,991; State Restricted Aeronautics Funds - \$14,754; Saginaw County Funds - \$30,755; Contract Total - \$439,500.

**Commitment Level:** The contract has a fixed cost for construction

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local government cannot afford the cost without federal and state participation.

**Cost Reduction:** The construction was bid through MDOT and awarded to the lowest bidder.

**New Project Identification:** This is reconstruction and expansion of an existing facility.

**Zip Code:** 48602.

63. TRANSPORTATION PLANNING - IDS Cultural Resource Services

Authorization (Z11) under Contract (2000-0022) between MDOT and Commonwealth Cultural Resources Group will provide for a Phase I archaeological site location survey and for three Phase II archaeological site evaluations for I-196 at the Chicago Drive Interchange (Baldwin Road Connector), Grandville, Kent County, and Jenison, Ottawa County. This authorization will be in effect from the date of award through December 21, 2004. The authorization amount will be \$38,679.81. The contract term is December 22, 1999, through December 21, 2004. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Purpose/Business Case:** This authorization will provide for a Phase I archaeological site location survey, including deep testing, and provide for three Phase II archaeological site evaluations, which complies with Section 106 of the National Historic Preservation Act of 1966, as amended and implemented in 36 CFR Part 800.

**Benefit:** The preservation of rare archaeological resources through avoidance and/or archaeological data recovery.

**Funding Source:** 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

**Commitment Level:** This is a cost plus fixed fee contract with a maximum reimbursement cost.

**Risk Assessment:** The risk is loss of federal funding for the project and potential loss of rare archaeological resources and local public reaction to impacts to their historical and archaeological resources.

**Cost Reduction:** The consultant was selected based on the lowest bid.

**New Project Identification:** This is a new project due to new exit and entrance ramps at the I-196/Baldwin Road connector interchange.

**Zip Code:** 49504.

64. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization (Z18) issued under Master Agreement (2003-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. The Blueprint Committee will work to create a new regional perspective in local land use, transportation, and infrastructure planning. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$100,000. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** In compliance with Title 23 Section 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313; a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments, to carry out transportation planning activities.

**Benefit:** To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for each Metropolitan Planning Organization (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are ongoing project agreements for transportation planning administrative grants.

**Zip Code:** 49503.

65. TRANSPORTATION PLANNING – Master Planning Agreement

Project Authorization (Z10) issued under Master Agreement (2003-0017) between MDOT and the Northeast Michigan Council of Governments will provide for facilitation and assistance in the undertaking of transportation planning efforts and activities at the local and regional levels. This project will include the collection of information on federal aid roads from road agencies and communities for the preparation of one of two nonmotorized facility prototype maps for MDOT's North Region. Information will be collected to match the data fields in MDOT's Transportation Management System (TMS) program. Bicycle and shared use trails will be identified, and map information will include the availability of support facilities, major land uses (data), recreational areas, and major points of interest. This authorization will be in effect from the date of award through September 30, 2004. The authorization amount will be \$42,500. The term of the master agreement is October 1, 2002, through September 30, 2005. Source of Funds: 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** In compliance with Title 23 Sections 134 and 135; 23 CFR 450.100 - 450.336; 49 USC Chapter 53 Sections 5303 and 5313, a Metropolitan Planning Organization is designated for each urbanized area with a population of more than 50,000 by agreement between the Governor and the units of general purpose local governments to carry out transportation planning activities.

**Benefit:** To provide funding and facilitate in the undertaking of transportation planning efforts and activities at the local and regional levels.

**Funding Source:** Dedicated federal funds that must be passed through by federal regulations cited above to Metropolitan Planning Organizations. 80% Federal Highway Administration Funds (State Planning and Research) and 20% State Restricted Trunkline Funds.

**Commitment Level:** The cost of this project is based on the federally approved Unified Work Program (UWP) for Metropolitan Planning Organizations (MPO) statewide. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The cost of projects is based on the budgeted amount in the current UWP for each MPO, and the work is expected to be completed in the fiscal year for which it is approved.

**Risk Assessment:** Failure to comply with federal law and regulations as cited above could result in the decertification of the Metropolitan Planning Organizations and the inability to spend millions of dollars for transportation planning activities throughout the state.

**Cost Reduction:** Cost of planning activities is negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

**New Project Identification:** These are ongoing projects for transportation planning administrative grants.

**Zip Code:** 49735.

## STATE PROJECTS

0.75 mi of crushing and shaping, hot mix asphalt and aggregate surfacing, road reconstruction and drainage improvements on Marquette Prison Farm Road Access from the intersection of Basil Road and North Big Creek Road proceeding northeasterly in Chocolay Township, Marquette County.

## 5 Bidders

**Zip Code:** 49855.



67. LETTING OF MAY 07, 2004  
 PROPOSAL 0405028  
 PROJECT ABHI 63173-60498  
 LOCAL AGRMT.  
 START DATE - JULY 06, 2004  
 COMPLETION DATE - NOVEMBER 10, 2004

ENG. EST.  
 \$ 1,950,370.83

LOW BID  
 \$ 2,012,750.39

% OVER/UNDER EST.  
 3.20 %

Superstructure replacement, pier replacement, approach work  
 and maintaining traffic on I-75 southbound under Dixie  
 Highway (US-24) in Springfield Township, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 2,086,838.29	Same	3
E. C. Korneffel Co.	\$ 2,299,991.40	Same	5
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 2,408,895.41	Same	6
Dan's Excavating, Inc.	\$ 2,159,649.34	Same	4
<b>Posen Construction, Inc.</b>	<b>\$ 2,012,750.39</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 2,038,955.45	Same	2
Prince Bridge & Marine, LTD			
Mark 1 Restoration Co. of MI, Inc.			

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

60498A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48350

68. LETTING OF MAY 07, 2004  
 PROPOSAL 0405029  
 PROJECT ANH 25031-74147  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 18, 2004

ENG. EST.  
 \$ 1,778,493.22

LOW BID  
 \$ 1,988,194.29

% OVER/UNDER EST.  
 11.79 %

Demolish existing rest area building, construct new four  
 restroom building, parking lot reconfiguration, lighting,  
 sidewalks, utilities and sitework on US-23 northbound at the  
 Fenton Rest Area, Fenton Township, Genesee County.

10.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 2,024,839.92	Same	2
Ace Asphalt & Paving Co. Inc.			
Angelo Iafrate Construction Company			
Barrett Paving Materials, Inc.			
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 1,988,194.29</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

**Purpose/Business Case:** The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

**Benefit:** Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new Federal guidelines and requirements. In comparison, 23 million travelers visited the 94 Michigan State Parks and less than one million travelers visited Mackinac Island in 2001.

**Funding Source:**

74147A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

**Cost Reduction:** Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new Federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

**New Project Identification:** New Construction.

**Zip Code:** 48430



70. LETTING OF MAY 07, 2004  
 PROPOSAL 0405031  
 PROJECT M 28071-78365  
 LOCAL AGRMT.  
 START DATE - JULY 26, 2004  
 COMPLETION DATE - 11 working days

ENG. EST.  
 \$ 370,653.20

LOW BID  
 \$ 359,148.91

% OVER/UNDER EST.  
 -3.10 %

4.955 mi of hot mix asphalt cold milling and resurfacing,  
 with pavement and shoulder repairs on M-113 from east of  
 Hodge Road to west of US-131 in Fife Lake Township, Grand  
 Traverse County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 359,148.91</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 398,214.49	Same	2
H & D, Inc.			

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

78365A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49649



72. LETTING OF MAY 07, 2004  
 PROPOSAL 0405062  
 PROJECT BI04 38171-43496  
 LOCAL AGRMT.  
 START DATE - JULY 06, 2004  
 COMPLETION DATE - NOVEMBER 05, 2004

ENG. EST.  
 \$ 1,582,691.29

LOW BID  
 \$ 1,453,110.78

% OVER/UNDER EST.  
 -8.19 %

0.75 mi of hot mix asphalt cold milling and resurfacing, hot mix asphalt pavement replacement, storm sewer, and concrete curb and gutter on M-50 from Riverside Road to Chicago Street in the village of Brooklyn, in Columbia Township, Jackson County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.	\$ 1,845,522.57	Same	6
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 1,795,773.55	Same	4
Michigan Paving & Materials Co.			
<b>Bailey Excavating, Inc.</b>	<b>\$ 1,453,110.78</b>	<b>Same</b>	<b>1 **</b>
Barrett Paving Materials, Inc.			
Nashville Construction Company	\$ 1,747,861.37	Same	2
C & D Hughes, Inc.			
Brady Sand & Gravel, Inc.			
E.T. MacKenzie Company			
Waterland Trucking Service, Inc.	\$ 1,788,945.99	Same	3
L.J. Construction, Inc.	\$ 1,819,287.74	Same	5
Slusarski Excavating & Paving, Inc.			

6 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

43496A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49230

73. LETTING OF MAY 07, 2004  
 PROPOSAL 0405063  
 PROJECT ABHI 19043-77704, ETC  
 LOCAL AGRMT.  
 START DATE - JUNE 07, 2004  
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST.  
 \$ 1,389,386.35

LOW BID  
 \$ 1,174,298.65

% OVER/UNDER EST.  
 -15.48 %

Barrier rail patch, reseal joints, crack seal, concrete surface sealer, reseal end joints, new expansion joints, substructure patch, reseal west end joint, deck patch, new end headers and slope pavement repair on thirty structures on I-69 from northwest of Lansing to west of the Shiawassee County line in Bath, DeWitt and Watertown Townships, Clinton County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,174,298.65	Same	1 **
L. W. Lamb, Inc.	\$ 1,512,195.40	Same	6
J. Slagter & Son Construction Co.	\$ 1,589,673.10	Same	7
Midwest Bridge Company	\$ 1,332,207.10	Same	3
Abhe & Svoboda, Inc.			
Hardman Construction, Inc.			
Walter Toebe Construction Co.	\$ 1,459,630.82	Same	4
Anlaan Corporation	\$ 1,298,775.82	Same	2
Mark 1 Restoration Co. of MI, Inc.	\$ 1,480,380.49	Same	5

#### 7 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

#### Funding Source:

77704A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

78010A

State Restricted Trunkline Funds	100 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48820

74. LETTING OF MAY 07, 2004  
 PROPOSAL 0405065  
 PROJECT M 39042-78596  
 LOCAL AGRMT.  
 START DATE - AUGUST 30, 2004  
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST.	LOW BID
\$ 119,893.65	\$ 113,455.59
% OVER/UNDER EST.	
	-5.37 %

0.625 mi of overband crack fill and microsurfacing on I-94  
 BL (M-43) from Pitcher Street easterly to I-94 BL (King  
 Highway) in the city of Kalamazoo, Kalamazoo Township,  
 Kalamazoo County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 137,240.75	Same	2
<b>Strawser Incorporated</b>	<b>\$ 113,455.59</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

78596A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49001



75.	LETTING OF MAY 07, 2004 PROPOSAL 0405066 PROJECT M 53021-78658 LOCAL AGRMT. START DATE - SEPTEMBER 07, 2004 COMPLETION DATE - 14 working days	ENG. EST. \$ 259,731.40	LOW BID \$ 257,489.20	% OVER/UNDER EST. -0.86 %
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1.61 mi of cold milling and hot mix asphalt resurfacing on US-10 (M-116) from William Street to Jackson Road and on US-31 BR at the US-31 interchange from northbound ramp termini to Hessler Road in the city of Ludington, in Pere Marquette Township, Mason County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 257,489.20</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.			

1 Bidder

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

78658A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49431

76. LETTING OF MAY 07, 2004  
 PROPOSAL 0405067  
 PROJECT STE 82062-75506  
 LOCAL AGRMT. 04-5083  
 START DATE - JUNE 15, 2004  
 COMPLETION DATE - OCTOBER 01, 2006

ENG. EST.  
 \$ 183,917.45

LOW BID  
 \$ 181,542.75

% OVER/UNDER EST.  
 -1.29 %

0.34 mi of streetscaping which includes removing sidewalks, constructing concrete and brick sidewalks, adding shade trees with ornamental grates and guards, and ornamental trash containers on US-12 (Michigan Avenue) from Sixth Street to Brooklyn Street, north and south sides and from Eleventh Street to Trumbull Street, south side only in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
Barthel Contracting Company	\$ 198,019.75	Same	2
Peter A. Basile Sons, Inc.	\$ 242,188.16	Same	7
J. J. Barney Construction, Inc.	\$ 217,216.40	Same	4
<b>Westside Concrete Company</b>	<b>\$ 181,542.75</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 238,404.80	Same	6
Warren Contractors & Development,	\$ 208,213.25	Same	3
L. Squared Construction, LLC.	\$ 226,342.50	\$ 226,342.95	5

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

75506A

City of Detroit	2.50 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	17.50 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** New Construction.

**Zip Code:** 48216

77. LETTING OF MAY 07, 2004  
 PROPOSAL 0405068  
 PROJECT STR 50091-75930  
 LOCAL AGRMT.  
 START DATE - JULY 12, 2004  
 COMPLETION DATE - JULY 30, 2004

ENG. EST.  
 \$ 62,163.70

LOW BID  
 \$ 65,395.16

% OVER/UNDER EST.  
 5.20 %

0.013 mi of approach reconstruction for G01 on M-19 at  
 Canadian National/Grand Trunk Western District railroad  
 crossing between Gleason Street and Beech Street in the city  
 of Richmond, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Ace Asphalt & Paving Co. Inc.	\$ 85,911.12	Same	2
Florence Cement Company			
<b>Peake Contracting, Inc.</b>	<b>\$ 65,395.16</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.			

2 Bidders

**Purpose/Business Case:** The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

**Benefit:** Treatments increase vehicle safety and improve rideability for the motoring public.

**Funding Source:**

75930A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated Federal funding for grade crossings due to underutilization.

**Cost Reduction:** Reduced incidents of car/train accidents and vehicle maintenance costs.

**New Project Identification:** Reconstruction of existing railroad crossing.

**Zip Code:** 48062

78. LETTING OF MAY 07, 2004  
 PROPOSAL 0405079  
 PROJECT M 63174-52595  
 LOCAL AGRMT.  
 START DATE - AUGUST 09, 2004  
 COMPLETION DATE - OCTOBER 03, 2004

ENG. EST.  
 \$ 272,545.52

LOW BID  
 \$ 258,707.00

% OVER/UNDER EST.  
 -5.08 %

Replace electrical feeds at eight pumphouses on I-94 Service Drive at 10 Mile Road, at Frazho Road, and at Shady Lane Avenue and on I-75 Service Drive at Woodard Heights Boulevard, at Meyers Road, at John R. Road, at 11 Mile Road and at Dallas Avenue in the cities of Roseville, St. Clair Shores, Hazel Park and Royal Oak, Macomb and Oakland Counties.

BIDDER	AS-READ	AS-CHECKED	
Posen Construction, Inc.	\$ 321,362.76	Same	2
Motor City Electric Utilities Co.	\$ 545,906.86	Same	6
Metropolitan Power & Lighting, Inc.			
J. Ranck Electric, Inc.	\$ 346,820.36	Same	3
John R. Howell, Inc.	\$ 372,896.00	Same	4
Rauhorn Electric, Inc.	\$ 445,771.60	Same	5
<b>Transformer Inspection Retrofill</b>	<b>\$ 258,707.00</b>	<b>Same</b>	<b>1 **</b>
Corby Energy Services, Inc.			

6 Bidders

**Purpose/Business:** The project is for electrical repairs on eight pumphouses in Oakland and Macomb Counties.

**Benefit:** The pumphouses and related plumbing are required to remove storm water from transportation facilities. If the storm water is not removed, the transportation facilities may become unsafe or unusable. Additionally as these pumphouses age, the maintenance costs increase and dependability decreases.

**Funding Source:**

52595A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If the pumphouses are not repaired, they will not be able to operate correctly. If the pumphouses do not remove the water, the transportation facilities that the pumphouses serve may become unsafe or unusable.

**Cost Reduction:** With the construction of this new facility, initial maintenance costs will be greatly reduced. Our customers will benefit with a reduced possibility of flooding, therefore safer traveling.

**New Project Identification:** New Construction.

**Zip Code:** 48030; regionwide

79. LETTING OF MAY 07, 2004  
 PROPOSAL 0405080  
 PROJECT STE 51011-74005  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 07, 2004  
 COMPLETION DATE - NOVEMBER 01, 2004

ENG. EST.  
 \$ 250,644.10

LOW BID  
 \$ 239,021.43

% OVER/UNDER EST.  
 -4.64 %

0.123 mi of storm sewer and drainage structure replacement,  
 related pavement replacement, curb and gutter, drives, and  
 sidewalk on US-31 (Arthur Street) north of Monroe Street in  
 the city of Manistee, in Filer Township, Manistee County.

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
Rieth-Riley Construction Co., Inc.			
M & M Excavating Co., Inc.			
Wadel Stabilization, Inc.	\$ 266,686.50	Same	5
<b>Elmer's Crane &amp; Dozer, Inc.</b>	<b>\$ 239,021.43</b>	<b>Same</b>	<b>1 **</b>
Manigg Enterprises, Inc.	\$ 261,971.98	Same	4
Hallack Contracting, Inc.			
CJ's Excavating Septic Service	\$ 282,612.48	Same	6
Schultz Excavating & Asphalt	\$ 257,406.24	\$ 257,407.46	3
L.J. Construction, Inc.	\$ 254,041.75	Same	2

6 Bidders

**Purpose/Business Case:** The Transportation Enhancement Program is included in TEA-21, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of Federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

74005A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of Federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**New Project Identification:** New Construction.

**Zip Code:** 49660

80. LETTING OF MAY 07, 2004  
 PROPOSAL 0405082  
 PROJECT STE 39041-56050  
 LOCAL AGRMT.  
 START DATE - JUNE 14, 2004  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.  
 \$ 1,008,787.19

LOW BID  
 \$ 847,568.45

% OVER/UNDER EST.  
 -15.98 %

2.950 mi of hot mix asphalt non-motorized path construction  
 on I-94 BL (Stadium Drive) from Drake Road easterly to  
 Michigan Avenue in the city of Kalamazoo, in  
 Kalamazoo Township, Kalamazoo County.

BIDDER	AS-READ	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 847,668.45</b>	<b>\$ 847,568.45</b>	<b>1 **</b>
Kamminga & Roodvoets, Inc.			
Milbocker and Sons, Inc.			
Peters Construction Co.			
Fisher Contracting Company			
Michigan Paving & Materials Co.			
C & D Hughes, Inc.			
Brenner Excavating, Inc.	\$ 974,873.40	Same	2
Nationwide Fence & Supply Company			
Northern Construction Services, Co.	\$ 997,773.29	Same	3
Davis Construction, Inc.			
Balkema Excavating, Inc.			
L.J. Construction, Inc.			

### 3 Bidders

**Purpose/Business:** The Michigan Department of Transportation will construct 3.1 miles of nonmotorized pathway and corridor beautification along US-131BR/I-94BL (Stadium Drive) in Kalamazoo.

**Benefit:** This pathway will improve safety for the large number of pedestrians and bicyclists traveling the corridor that passes through Western Michigan University campus and also serves Kalamazoo College. The beautification efforts will create a gateway to the community and the educational institutions.

#### **Funding Source:**

56050A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

**Cost Reduction:** Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas can reduce maintenance.

**New Project Identification:** Projects can be new, rehabilitation, or enhancement of existing.

**Zip Code:** 49006

81. LETTING OF MAY 07, 2004  
 PROPOSAL 0405083  
 PROJECT NHG 63053-72635  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2004

ENG. EST.  
 \$ 120,347.58

LOW BID  
 \$ 104,781.74

% OVER/UNDER EST.  
 -12.93 %

11.97 mi of non-freeway signing upgrade on US-24 (Dixie Highway) from I-75 to (M-59) Wide Track in the city of Pontiac, in the townships of Independence, Waterford and Bloomfield, Oakland County.

BIDDER	AS-READ	AS-CHECKED	
Midwest Bridge Company			
Highway Service Co., Inc.	\$ 106,947.82	Same	2
Action Traffic Maintenance, Inc.	\$ 139,540.22	Same	5
Trans Tech Electric, Inc.	\$ 135,654.20	Same	4
<b>Nationwide Fence &amp; Supply Company</b>	<b>\$ 104,781.74</b>	<b>Same</b>	<b>1 **</b>
J & J Contracting, Inc.	\$ 134,931.80	Same	3
NES - Worksafe			
Enviro Products, Inc.	\$ 144,053.05	Same	6

6 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

72635A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**New Project Identification:** Reconstruction.

**Zip Code:** 48363

82. LETTING OF MAY 07, 2004  
 PROPOSAL 0405085  
 PROJECT M 84911-76219  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2004

ENG. EST.  
 \$ 601,082.00

LOW BID  
 \$ 640,870.86

% OVER/UNDER EST.  
 6.62 %

146.82 mi of hot mix asphalt crack treatment and overband crack fill on various routes in Baraga, Dickinson, Gogebic, Houghton, Iron, Marquette, and Ontonagon Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
<b>John Carlo, Inc.</b>	<b>\$ 640,870.86</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.			
Arnt Asphalt Sealing, Inc.			
Daffinson, Inc.			
Kenneth R. Hartman, Inc.			
Fahrner Asphalt Sealers, Inc.	\$ 714,252.00	Same	2
Scodeller Construction, Inc.	\$ 1,042,187.55	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

76219A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49919



83. LETTING OF MAY 07, 2004  
 PROPOSAL 0405086  
 PROJECT ANH 63112-77826  
 LOCAL AGRMT.  
 START DATE - JULY 07, 2004  
 COMPLETION DATE - OCTOBER 04, 2004

ENG. EST. \$ 1,232,581.58  
 LOW BID \$ 1,091,635.81  
 % OVER/UNDER EST. -11.44 %

6.13 mi of hot mix asphalt cold milling and resurfacing, joint and crack repair, and hot mix asphalt crack treatment on all non-milled surfaces on M-24 from Opdyke Road to north of the Clarkston Road intersection in the city of Auburn Hills, Orion Township, Oakland County.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,091,635.81</b>	<b>Same</b>	<b>1 **</b>
John Carlo, Inc.			
Ace Asphalt & Paving Co. Inc.			
Barrett Paving Materials, Inc.	\$ 1,210,295.81	Same	2
Cadillac Asphalt, LLC.	\$ 1,299,714.81	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

77826A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 48326

84. LETTING OF MAY 07, 2004  
 PROPOSAL 0405087  
 PROJECT BHI 47065-77705, ETC  
 LOCAL AGRMT.  
 START DATE - JUNE 01, 2004  
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.  
 \$ 765,907.87

LOW BID  
 \$ 906,396.48

% OVER/UNDER EST.  
 18.34 %

Deck patching, barrier rail patching, reseal joints, concrete surface sealer, replace compound seal with expansion joint device, substructure patch, slope repair, deck fascia, new expansion joints and replace end headers on 22 bridges from the Ingham County line easterly in the townships of Brighton, Genoa, Handy, Howell and Marion, Livingston County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 908,859.80	Same	2
L. W. Lamb, Inc.			
<b>J. Slagter &amp; Son Construction Co.</b>	<b>\$ 906,396.48</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company	\$ 983,555.46	Same	3
Abhe & Svoboda, Inc.			
Walter Toebe Construction Co.			
Anlaan Corporation	\$ 999,244.28	Same	4
Mark 1 Restoration Co. of MI, Inc.	\$ 1,052,231.25	Same	5

#### 5 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

#### Funding Source:

77705A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

78075A

State Restricted Trunkline Funds	100 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48116



86. LETTING OF MAY 07, 2004  
 PROPOSAL 0405090  
 PROJECT ABHN 82023-51493-2, ETC  
 LOCAL AGRMT. 03-5558, 036-555  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.  
 \$ 13,858,709.31

LOW BID  
**\$ 15,984,112.54**

% OVER/UNDER EST.  
 15.34 %

Superstructure and deck replacements, abutment and substructure repairs, pier and cap replacement, reconstruction of pier caps and columns, pin and hanger replacement, beam painting, cleaning and coating, beam end repair, bearing replacements, thrie beam retrofit, and pedestrian fence on S24 southbound M-10 over I-94, S27 on northbound M-10 over I-94, S29 on northbound M-10 over I-94 ramp H-E from SB M-10, S38 on I-96 under McGraw Avenue, S41 on I-96 eastbound to I-94 eastbound ramp, S35 on I-96 under Pacific Avenue, S43 the Grand River Avenue entrance to westbound I-94, and S47 the Grand River Avenue exit from eastbound I-94 in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	ORIGINAL A	AS-CHECKED A	
C.A. Hull Co., Inc.	\$ 17,295,481.54	Same	3
E. C. Korneffel Co.	\$ 20,367,262.03	Same	4
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 18,913,473.92	Same	5
John Carlo, Inc.			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.			
Posen Construction, Inc.	\$ 16,845,562.53	Same	2
<b>Walter Toebe Construction Co.</b>	<b>\$ 15,984,112.54</b>	<b>Same</b>	<b>1 **</b>

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental	
C.A. Hull Co., Inc.	\$ 21,194,481.54	Same	3
E. C. Korneffel Co.	\$ 23,867,262.03	Same	4
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 24,658,473.92	Same	5
John Carlo, Inc.			
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.			
Posen Construction, Inc.	\$ 20,728,562.53	Same	2
<b>Walter Toebe Construction Co.</b>	<b>\$ 20,366,112.54</b>	<b>Same</b>	<b>1 **</b>

5 Bidders

NOTE: The ORIGINAL A+Lane Rental bid total is used to determine the low bidder.

The ORIGINAL A bid total reflects the actual contract price.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

51493A		
City of Detroit	1.83 %	
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	18.17 %	
54969A		
City of Detroit	1.76 %	
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	18.24 %	
56615A		
City of Detroit	2.33 %	
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	17.67 %	
59278A		
City of Detroit	1.22 %	
Federal Highway Administration Funds	90.00 %	
State Restricted Trunkline Funds	8.78 %	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48202

87.	LETTING OF MAY 07, 2004	ENG. EST.	LOW BID
	PROPOSAL 0405091	\$ 900,218.00	\$ 779,156.52
	PROJECT M 84911-76218		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 24, 2004		-13.45 %

227.78 mi of overband crack fill and hot mix asphalt crack treatment at 28 locations on state trunklines throughout the Escanaba and Newberry Transportation Service Center areas in the Superior Region in Alger, Chippewa, Delta, Luce, Mackinac, Menominee and Schoolcraft Counties.

A 2004 highway preventive maintenance project.

BIDDER	AS-READ	AS-CHECKED	
John Carlo, Inc.	\$ 983,036.26	Same	4
Causie Contracting, Inc.	\$ 896,835.50	Same	3
Arnt Asphalt Sealing, Inc.			
Kenneth R. Hartman, Inc.			
<b>Fahrner Asphalt Sealers, Inc.</b>	<b>\$ 779,156.52</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 842,899.89	Same	2

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

76218A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer=s best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**New Project Identification:** Maintenance.

**Zip Code:** 49854

## LOCAL PROJECTS

88. LETTING OF MAY 07, 2004  
 PROPOSAL 0405002  
 PROJECT EDC 50544-56141  
 LOCAL AGRMT. 04-5107  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2004

ENG. EST.  
 \$ 3,378,775.50  
 LOW BID  
**\$ 3,307,550.61**  
 % OVER/UNDER EST.  
 -2.11 %

Widen from two to five lanes on Garfield Road from  
 Fifteen Mile Road to Metropolitan Parkway, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
Tony Angelo Cement Construction Co.	\$ 3,762,592.74	Same	7
V.I.L. Construction, Inc.			
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.			
<b>John Carlo, Inc.</b>	<b>\$ 3,307,550.61</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 3,557,803.20	Same	6
Dan's Excavating, Inc.	\$ 3,439,460.20	Same	5
ABC Paving Company			
Pamar Enterprises, Inc.	\$ 3,330,590.95	Same	3
Six-S, Inc.	\$ 3,381,432.38	Same	4
Ron Bretz Excavating, Inc.	\$ 3,323,297.01	Same	2
L.J. Construction, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal Aid Highway system is further preserved by providing a benefit to the traveling public and increased economic interest. In addition, further services the quality of life for the people of Michigan.

**Funding Source:**

56141A	
Macomb County	20.33 %
State Restricted Trunkline Funds	79.67 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the State must use Federal funds, in-turn, this project would take precedence over other projects on the Transportation Improvement Plan.

**Cost Reduction:** This is a construction contract where the low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 48036

89. LETTING OF MAY 07, 2004  
 PROPOSAL 0405003  
 PROJECT STU 82400-78823  
 LOCAL AGRMT. 04-5125  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.  
 \$ 2,943,028.22

LOW BID  
 \$ 3,090,412.64

% OVER/UNDER EST.  
 5.01 %

7.00 mi of cold milling hot mix asphalt surface, hot mix asphalt concrete resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures and other items at sixteen locations from Jeffries Freeway/Hancock Street to Tireman Street, in the city of Detroit, Wayne County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 3,223,259.65	Same	2
ABC Paving Company			
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 3,090,412.64</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78823A	
City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %

**Zip Code:** 48826





91. LETTING OF MAY 07, 2004  
 PROPOSAL 0405005  
 PROJECT STU 82400-78821  
 LOCAL AGRMT. 04-5087  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.  
 \$ 1,627,974.40

LOW BID  
**\$ 1,673,048.99**

% OVER/UNDER EST.  
 2.77 %

5.00 mi of cold milling, hot mix asphalt surface, hot mix asphalt concrete resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures and other related items on five locations from Burt Road through Schaefer Highway in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
Ajax Paving Industries, Inc.	\$ 1,776,084.43	Same	2
Barrett Paving Materials, Inc.			
ABC Paving Company			
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 1,673,048.99</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78821A

City of Detroit	18.15 %
Federal Highway Administration Funds	81.85 %

**Zip Code:** 48828



93. LETTING OF MAY 07, 2004  
 PROPOSAL 0405007  
 PROJECT STU 82400-78824  
 LOCAL AGRMT. 04-5123  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2004

ENG. EST.  
 \$ 1,271,996.35

LOW BID  
 \$ 1,431,793.34

% OVER/UNDER EST.  
 12.56 %

2.78 mi of cold milling hot mix asphalt surface, hot mix asphalt concrete, resurfacing, concrete curb, sidewalk, driveway approaches, drainage structures and other related work at nineteen locations from Clifford Street to Park Street, in the city of Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Peter A. Basile Sons, Inc.			
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,431,793.34</b>	<b>Same</b>	<b>1 **</b>
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 1,516,535.49	Same	2

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78824A	
City of Detroit	28.34 %
Federal Highway Administration Funds	71.66 %

**Zip Code:** 48226



95. LETTING OF MAY 07, 2004  
 PROPOSAL 0405009  
 PROJECT EDDF 16555-77469, ETC  
 LOCAL AGRMT. 04-5133  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.  
 \$ 861,073.60

LOW BID  
 \$ 706,002.92

% OVER/UNDER EST.  
 -18.01 %

4.09 mi of road rehabilitation including hot mix asphalt base crushing and shaping, embankment, aggregate base, hot mix asphalt surfacing, concrete curb and gutter, aggregate shoulders, drainage, guardrail and intersection improvements, pavement markings, traffic control and restoration on West Wolverine Road from Peters Road to east village limits of Wolverine and on West Wolverine Road from Mentor Road to Peters Road, in Wilmot and Mentor Townships, village of Wolverine, Cheboygan County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Bolen Asphalt Paving, Inc.			
Rieth-Riley Construction Co., Inc.	\$ 758,392.77	Same	4
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 706,002.92</b>	<b>Same</b>	<b>1 **</b>
M & M Excavating Co., Inc.	\$ 726,665.07	Same	2
MDC Contracting, LLC			
H & D, Inc.	\$ 739,389.97	Same	3
Norris Contracting, Inc.	\$ 782,199.77	Same	6
Cordes Excavating, Inc.	\$ 777,037.89	Same	5
Manigg Enterprises, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Funding Source:**

77469A	
Cheboygan County	20.00 %
Federal Highway Administration Funds	80.00 %
77470A	
Cheboygan County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49799

96. LETTING OF MAY 07, 2004  
 PROPOSAL 0405010  
 PROJECT STL 63459-75302  
 LOCAL AGRMT. 04-5151  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 15, 2005

ENG. EST.  
 \$ 823,618.69

LOW BID  
 \$ 952,387.79

% OVER/UNDER EST.  
 15.63 %

Construction of a new roundabout including pavement removal, earthwork, hot mix asphalt paving, new concrete curb and gutter, and restoration on Baldwin Road at Indianwood Road and Coats Road, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
V.I.L. Construction, Inc.	\$ 1,103,877.50	Same	6
Ajax Paving Industries, Inc.			
<b>John Carlo, Inc.</b>	<b>\$ 952,387.79</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 1,141,697.17	Same	7
Dan's Excavating, Inc.	\$ 984,786.24	Same	2
ABC Paving Company			
Peake Contracting, Inc.			
Zito Construction Co.	\$ 1,291,690.81	Same	9
The Oakland Excavating Company	\$ 1,102,432.27	Same	5
Ron Bretz Excavating, Inc.	\$ 1,038,264.73	Same	3
Genoak Construction Company	\$ 1,050,413.27	Same	4
Cadillac Asphalt, LLC.	\$ 1,201,974.24	Same	8

#### 9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

#### Source of Funds:

75302A  
 Oakland County 20.00 %  
 Federal Highway Administration Funds 80.00 %

Zip Code: 48362

97. LETTING OF MAY 07, 2004  
 PROPOSAL 0405011  
 PROJECT STUL 11421-76816  
 LOCAL AGRMT. 04-5110  
 START DATE - JUNE 09, 2004  
 COMPLETION DATE - SEPTEMBER 03, 2004

ENG. EST.  
 \$ 703,802.90

LOW BID  
 \$ 668,979.95

% OVER/UNDER EST.  
 -4.95 %

0.40 mi of hot mix asphalt surfacing, concrete curb and gutter, drainage structures, sanitary sewer and watermain on Ferry Street (Snow Road) from Tudor Road to Cass Street, in the village of Berrien Springs, Berrien County.

5.00 % DBE participation required

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

76816A		
Village of Berrien Springs	49.94	%
Federal Highway Administration Funds	50.06	%
<b>Zip Code:</b> 49013		

7.31 mi of rehabilitation including hot mix asphalt base crushing and shaping, hot mix asphalt surfacing, intersection improvements, aggregate shoulders, pavement markings and traffic control on County Road 577 from Chalk Hills Road to County Road 374 (G-18), on County Road 358 from County Road 577 to Cheese Factory Road, and on County Road 356 from South Rosebush Lake Road to North Rosebush Lake Road, in Holmes and Lake Townships, Menominee County.

## 2 Bidders

73475A		
Menominee County	20.00	%
Federal Highway Administration Funds	64.00	%
State Restricted Trunkline Funds	16.00	%



77765A  
 Federal Highway Administration Funds 80.00 %  
 State Restricted Trunkline Funds 20.00 %  
 77767A  
 Menominee County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Zip Code:** 49821, 49887

99. LETTING OF MAY 07, 2004 ENG. EST. LOW BID  
 PROPOSAL 0405013 \$ 512,195.29 \$ **483,238.08**  
 PROJECT STUL 58415-76840  
 LOCAL AGRMT. 04-5132 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2004 -5.65 %

0.50 mi of road reconstruction, drainage improvements,  
 concrete curb and gutter and watermain installation on East  
 Main Street from County Street to Old Main Street in the  
 city of Milan, Monroe County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Chie Contractors Inc			
DeAngelis Landscape, Inc.			
Peter A. Basile Sons, Inc.	\$ 685,328.55	Same	4
Ajax Paving Industries, Inc.			
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 707,149.60	Same	7
Barrett Paving Materials, Inc.	\$ 574,997.55	Same	3
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 483,238.08</b>	<b>Same</b>	<b>1 **</b>
Brady Sand & Gravel, Inc.	\$ 531,516.58	Same	2
ABC Paving Company			
Gerken Paving, Inc.			
Cadillac Asphalt, LLC.	\$ 694,551.85	Same	6
Slusarski Excavating & Paving, Inc.	\$ 691,732.16	Same	5

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76840A  
 Federal Highway Administration Funds 71.79 %  
 City of Milan 28.21 %

**Zip Code:** 48160

100. LETTING OF MAY 07, 2004  
 PROPOSAL 0405015  
 PROJECT STH 03609-78202  
 LOCAL AGRMT. 04-5082  
 START DATE - 10 days after award  
 COMPLETION DATE - 70 working days

ENG. EST.  
 \$ 369,780.00

LOW BID  
 \$ 386,671.00

% OVER/UNDER EST.  
 4.57 %

0.63 mi of reconstruction including machine  
 grading-modified, subbase, aggregate base, hot mix asphalt  
 surfacing, aggregate shoulders, drainage improvements,  
 erosion control, traffic control, pavement markings and  
 restoration on 142nd Avenue and 44th Street intersections,  
 in Overisel Township, Allegan County.

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.			
Nagel Construction, Inc.	\$ 822,551.34	Same	4
Peters Construction Co.			
D. J. McQuestion & Sons, Inc.			
Nashville Construction Company	\$ 797,514.87	Same	3
Brenner Excavating, Inc.	\$ 532,300.80	Same	2
Northern Construction Services, Co.			
Diversco Construction Company			
Schippers Excavating, Inc.			
Al's Excavating, Inc.			
Weick Bros., Inc.			
<b>Kentwood Excavating, Inc.</b>	<b>\$ 386,671.00</b>	<b>Same</b>	<b>1 **</b>
Triangle Excavators, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78202A

Allegan County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49423

101.	LETTING OF MAY 07, 2004 PROPOSAL 0405016 PROJECT STL 48022-73371 LOCAL AGRMT. 04-5093 START DATE - 10 days after award COMPLETION DATE - OCTOBER 01, 2004	ENG. EST. \$ 336,541.00	LOW BID <b>\$ 330,926.10</b>  % OVER/UNDER EST.  -1.67 %
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2.82 mi of rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing, aggregate shoulders, traffic control, pavement markings and restoration on County Road 438 from County Road 413 to County Road 135, in Lakefield Township, Luce County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 350,903.50	Same	2
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 330,926.10</b>	<b>Same</b>	<b>1 **</b>
H & D, Inc.			
Norris Contracting, Inc.			

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

73371A	
Luce County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49853

102. LETTING OF MAY 07, 2004  
 PROPOSAL 0405017  
 PROJECT BRO 23008-59701  
 LOCAL AGRMT. 04-5090  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST.  
 \$ 335,413.31

LOW BID  
 \$ 298,414.21

% OVER/UNDER EST.  
 -11.03 %

Remove existing structure, construction of a prestressed concrete box beam bridge and related approach work on Kinsel Highway over Thornapple Drain in Windsor and Eaton Rapids Townships, Eaton County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
Kamminga & Roodvoets, Inc.			
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 320,568.57	Same	4
<b>Milbocker and Sons, Inc.</b>	<b>\$ 298,414.21</b>	<b>Same</b>	<b>1 **</b>
Midwest Bridge Company			
Hardman Construction, Inc.			
Gerace Construction Company, Inc.	\$ 406,081.28	Same	11
Walter Toebe Construction Co.			
E.T. MacKenzie Company	\$ 327,271.17	Same	5
Miller Development, Inc.	\$ 315,375.67	Same	3
Davis Construction, Inc.	\$ 356,180.67	Same	8
Anlaan Corporation	\$ 332,848.77	Same	6
Prince Bridge & Marine, LTD	\$ 391,053.22	Same	10
Quantum Construction Company, Inc.	\$ 366,004.60	Same	9
Heystek Contracting Inc.	\$ 332,870.00	Same	7
J.E. Kloote Contracting, Inc.	\$ 313,384.95	Same	2

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

59701A

Eaton County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48813

103. LETTING OF MAY 07, 2004  
 PROPOSAL 0405018  
 PROJECT STL 72004-77595  
 LOCAL AGRMT. 04-5126  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.	LOW BID
\$ 321,203.50	\$ 273,620.79
% OVER/UNDER EST.	
-14.81 %	

3.05 mi of rehabilitation including hot mix asphalt base crushing and shaping, aggregate base, hot mix asphalt surfacing, drainage improvements, guardrail improvements, traffic control and restoration on F-18 (Greenwood Road) from Matthews Road to Roscommon/Ogemaw County line, in Nester Township, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
Bolen Asphalt Paving, Inc.	\$ 309,113.88	Same	4
Rieth-Riley Construction Co., Inc.	\$ 277,952.93	Same	2
H & D, Inc.			
Pyramid Paving & Contracting	\$ 294,315.55	Same	3
<b>Bernie Johnson Trucking, Inc.</b>	<b>\$ 273,620.79</b>	<b>Same</b>	<b>1 **</b>

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

77595A

Roscommon County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48651

104. LETTING OF MAY 07, 2004  
 PROPOSAL 0405019  
 PROJECT STU 81406-78481  
 LOCAL AGRMT. 04-5064  
 START DATE - SEPTEMBER 01, 2004  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.  
 \$ 289,144.65

LOW BID  
 \$ 228,825.80

% OVER/UNDER EST.  
 -20.86 %

1.63 mi hot mix asphalt pavement resurfacing, curb and gutter repair, pavement markings and restoration on Grove Road from Ypsilanti city limits to Harris, Washtenaw County.

BIDDER	AS-READ	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 244,413.71	Same	3
Florence Cement Company			
<b>Barrett Paving Materials, Inc.</b>	<b>\$ 228,825.80</b>	<b>Same</b>	<b>1 **</b>
ABC Paving Company			
Cadillac Asphalt, LLC.	\$ 231,802.21	Same	2
Pro-Line Asphalt Paving Corp.			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78481A	
Washtenaw County	18.15 %
Federal Highway Administration Funds	81.85 %

**Zip Code:** 48198

105. LETTING OF MAY 07, 2004  
 PROPOSAL 0405020  
 PROJECT BRO 58011-56570  
 LOCAL AGRMT. 04-5095  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 03, 2004

ENG. EST.  
 \$ 254,817.00

LOW BID  
 \$ 198,749.65

% OVER/UNDER EST.  
 -22.00 %

Remove existing structure, construction of a box culvert and related approach work on Cone Road over Warren Lewis Drain, in Milan Township, Monroe County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
DeAngelis Landscape, Inc.	\$ 232,575.00	Same	6
E. C. Korneffel Co.	\$ 232,409.22	Same	5
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.			
Midwest Bridge Company			
Peter A. Basile Sons, Inc.	\$ 240,480.72	Same	7
Florence Cement Company			
Angelo Iafrate Construction Company	\$ 249,549.29	Same	8
Dan's Excavating, Inc.			
C & D Hughes, Inc.	\$ 203,570.66	Same	2
Brady Sand & Gravel, Inc.			
Walter Toebe Construction Co.			
<b>E.T. MacKenzie Company</b>	<b>\$ 198,749.65</b>	<b>Same</b>	<b>1 **</b>
Waterfront Construction, Inc.			
Nationwide Fence & Supply Company	\$ 230,477.70	Same	4
ABC Paving Company	\$ 249,606.00	Same	9
Gerken Paving, Inc.			
L.J. Construction, Inc.	\$ 226,070.50	Same	3
Slusarski Excavating & Paving, Inc.			

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

56570A

Monroe County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48160

106. LETTING OF MAY 07, 2004  
PROPOSAL 0405021  
PROJECT STL 80040-58067  
LOCAL AGRMT. 04-5105  
START DATE - 10 days after award  
COMPLETION DATE - JULY 30, 2004

ENG. EST.	LOW BID
\$ 240,787.13	\$ 158,732.80
	% OVER/UNDER EST.
	-34.08 %

0.95 mi of rehabilitation including hot mix asphalt crushing and shaping, cold milling hot mix asphalt surface, drainage structure cover adjustments, minor drainage improvements and guardrail improvements, hot mix asphalt surfacing, pavement markings, traffic control and restoration on Paw Paw Street from the southern village limits of Lawrence to Bangor Road, in the village of Lawrence, Van Buren County.

BIDDER	AS-READ	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 164,940.83	Same	2
<b>Consumers Asphalt Company</b>	<b>\$ 158,732.80</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

58067A

Federal Highway Administration Funds	80.00 %
Village of Lawrence	20.00 %

**Zip Code:** 49064



107. LETTING OF MAY 07, 2004  
 PROPOSAL 0405022  
 PROJECT EDDF 02555-58434-2  
 LOCAL AGRMT. 03-5338  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 27, 2004

ENG. EST.  
 \$ 153,694.05

LOW BID  
 \$ 128,906.98

% OVER/UNDER EST.  
 -16.13 %

0.27 mi of rehabilitation including earth excavation, subbase, aggregate base, hot mix asphalt surfacing, drainage improvements, intersection improvements, traffic control and restoration on H-01 (Rock River Road) from Nykannen Road northerly in the village of Chatham, Alger County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 201,350.86	Same	4
A. Lindberg & Sons, Inc.	\$ 151,013.05	Same	3
Payne & Dolan, Inc.			
<b>Smith Paving, Inc.</b>	<b>\$ 128,906.98</b>	<b>Same</b>	<b>1 **</b>
Oberstar, Inc.	\$ 144,540.48	Same	2

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Funding Source:**

58434A

Village of Chatham	30.00 %
Federal Highway Administration Funds	70.00 %

**Zip Code:** 49816

108. LETTING OF MAY 07, 2004  
 PROPOSAL 0405023  
 PROJECT STH 16609-73600  
 LOCAL AGRMT. 04-5115  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.  
 \$ 106,441.00

LOW BID  
 \$ 79,190.00

% OVER/UNDER EST.  
 -25.60 %

0.13 mi of reconstruction including earth excavation, subbase, aggregate base, drainage improvements, hot mix asphalt surfacing, pavement markings, traffic control and restoration on Molineaux Road at Burrows Road intersection in Nunda Township, Cheboygan County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company			
Rieth-Riley Construction Co., Inc.	\$ 99,608.14	Same	4
Payne & Dolan, Inc.	\$ 121,650.04	Same	6
M & M Excavating Co., Inc.	\$ 88,311.00	Same	2
MDC Contracting, LLC			
H & D, Inc.	\$ 97,985.14	Same	3
<b>Norris Contracting, Inc.</b>	<b>\$ 79,190.00</b>	<b>Same</b>	<b>1 **</b>
Manigg Enterprises, Inc.	\$ 99,739.65	Same	5
North River Excavating, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

73600A

Cheboygan County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 49799

109. LETTING OF MAY 07, 2004  
 PROPOSAL 0405024  
 PROJECT STH 16609-59883  
 LOCAL AGRMT. 04-5116  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 03, 2004

ENG. EST.  
 \$ 78,903.00

LOW BID  
 \$ 63,635.13

% OVER/UNDER EST.  
 -19.35 %

0.58 mi of guardrail upgrades (various locations), including guardrail removal, embankment, embankment, guardrail, approach terminals, traffic control and restoration, on Black River Road (various locations), in Forest, Waverly and Benton Townships, Cheboygan County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 79,252.55	Same	5
Snowden, Inc.	\$ 68,080.05	Same	3
<b>Nationwide Fence &amp; Supply Company</b>	<b>\$ 63,635.13</b>	<b>Same</b>	<b>1 **</b>
J & J Contracting, Inc.	\$ 63,956.53	Same	2
Rite Way Fence, Inc.	\$ 74,825.90	Same	4

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

59883A  
 Cheboygan County 20.00 %  
 Federal Highway Administration Funds 80.00 %

**Zip Code:** 49765

110. LETTING OF MAY 07, 2004  
 PROPOSAL 0405025  
 PROJECT CM 47900-59121  
 LOCAL AGRMT. 04-5142  
 START DATE - 20 days after award  
 COMPLETION DATE - JULY 30, 2004

ENG. EST.  
 \$ 45,441.00

LOW BID  
 \$ 34,034.00

% OVER/UNDER EST.  
 -25.10 %

Traffic signal replacement on Grand River Avenue at Hacker  
 Road, Livingston County.

BIDDER	AS-READ	AS-CHECKED	
<b>Severance Electric Co., Inc.</b>	<b>\$ 34,034.00</b>	<b>Same</b>	<b>1 **</b>
Trans Tech Electric, Inc.	\$ 46,506.00	Same	4
Motor City Electric Utilities Co.	\$ 52,374.94	Same	5
Metropolitan Power & Lighting, Inc.			
J. Ranck Electric, Inc.	\$ 42,989.80	Same	3
John R. Howell, Inc.	\$ 37,988.00	Same	2
Rauhorn Electric, Inc.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

59121A	
Livingston County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48114

0.05 mi of guardrail upgrade including salvage guardrail, guardrail, approach terminals, guardrail reflectors and traffic control on County Road 602 (AuSable Road) from Keno Road easterly along with 0.05 mi of guardrail upgrade including salvage guardrail, guardrail, approach terminals, nested bridge anchorage, guardrail reflectors and traffic control on County Road 602 (Keno Road) at AuSable River (Sherman Road), in AuSable Township, Roscommon County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 41,717.12	Same	7
Snowden, Inc.	\$ 31,797.89	Same	3
Ackley Construction, Inc.	\$ 31,065.72	Same	2
Nationwide Fence & Supply Company	\$ 34,316.82	Same	4
Dale Dukes & Sons, Inc.	\$ 41,595.00	Same	6
Tri-Valley Landscaping, Inc.	\$ 45,592.50	Same	8
<b>J &amp; J Contracting, Inc.</b>	<b>\$ 27,753.68</b>	<b>Same</b>	<b>1 **</b>
Rite Way Fence, Inc.	\$ 41,346.75	Same	5

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

## 78281A

Roscommon County	20.00	%
Federal Highway Administration Funds	80.00	%
78282A		
Roscommon County	20.00	%
Federal Highway Administration Funds	80.00	%

**Zip Code:** 48651

112. LETTING OF MAY 07, 2004  
 PROPOSAL 0405027  
 PROJECT BRO 76006-53436  
 LOCAL AGRMT. 04-5112  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 05, 2004

ENG. EST.  
 \$ 2,292,302.10

LOW BID  
 \$ 1,718,463.82

% OVER/UNDER EST.  
 -25.03 %

Removal of a single-span steel beam bridge, construction of a three-span prestressed concrete box beam bridge and related approach work on Henderson Road over Misteguay Creek, in Hazelton Township, Shiawassee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,859,215.60	Same	7
E. C. Korneffel Co.			
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 1,747,095.04	Same	3
Midwest Bridge Company	\$ 1,872,518.11	Same	9
Fisher Contracting Company			
Dan's Excavating, Inc.			
Hardman Construction, Inc.	\$ 1,768,077.75	Same	4
Gerace Construction Company, Inc.			
Posen Construction, Inc.	\$ 1,868,629.35	Same	8
Walter Toebe Construction Co.			
E.T. MacKenzie Company	\$ 1,745,134.95	Same	2
Davis Construction, Inc.			
<b>Anlaan Corporation</b>	<b>\$ 1,718,463.82</b>	<b>Same</b>	<b>1 **</b>
Prince Bridge & Marine, LTD	\$ 1,771,010.97	Same	5
J.E. Kloote Contracting, Inc.	\$ 1,794,208.89	Same	6

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

53436A

Shiawassee County	5.06 %
Federal Highway Administration Funds	79.95 %
State Restricted Trunkline Funds	14.99 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48460

113. LETTING OF MAY 07, 2004  
 PROPOSAL 0405032 \$ 196,933.48 **\$ 145,386.90**  
 PROJECT EDD 34555-72747  
 LOCAL AGRMT. 04-5152 % OVER/UNDER EST.  
 START DATE - JULY 12, 2004  
 COMPLETION DATE - AUGUST 06, 2004 -26.17 %

0.29 mi of hot mix asphalt road rehabilitation, including pavement removal, placing geogrid, aggregate base, hot mix asphalt base and surfacing, paved shoulders and traffic control on Jordan Lake Road from north of Clarksville Road northerly, in Odessa Township, Ionia County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 181,234.51	Same	3
Michigan Paving & Materials Co.	\$ 196,930.23	Same	4
Nashville Construction Company	\$ 216,738.69	Same	5
C & D Hughes, Inc.	\$ 179,234.94	Same	2
<b>Aggregate Industries-Central Region</b>	<b>\$ 145,386.90</b>	<b>Same</b>	<b>1 **</b>

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the State trunkline system is complimented and seasonal disruptions due to load restrictions are minimized. In addition, increased economic benefit and the quality of life for the people of Michigan are provided.

**Funding Source:**

72747A	
Ionia County	20.00 %
State Restricted Trunkline Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the State must use Federal funds, in turn, this project would take precedence over other projects on the Transportation Improvement Plan.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 48849

114. LETTING OF MAY 07, 2004  
 PROPOSAL 0405033  
 PROJECT STUL 76455-76820  
 LOCAL AGRMT. 04-5111  
 START DATE - 10 days after award  
 COMPLETION DATE - 25 working days

ENG. EST.  
 \$ 240,956.10

LOW BID  
 \$ 235,649.76

% OVER/UNDER EST.  
 -2.20 %

0.51 mi of cold milling hot mix asphalt and resurface with  
 hot mix asphalt and watermain replacement on North Oak  
 Street from Main Street to Monroe Street, in city of Durand,  
 Shiawassee County.

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 240,977.38	Same	3
Rieth-Riley Construction Co., Inc.	\$ 274,248.10	Same	5
Michigan Paving & Materials Co.	\$ 241,028.74	Same	4
Ace Asphalt & Paving Co. Inc.			
Lois Kay Contracting Co.	\$ 239,451.46	Same	2
Barrett Paving Materials, Inc.	\$ 325,180.78	Same	7
<b>C &amp; D Hughes, Inc.</b>	<b>\$ 235,649.76</b>	<b>Same</b>	<b>1 **</b>
Pyramid Paving & Contracting	\$ 278,585.00	Same	6

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76820A

City of Durand	42.87 %
Federal Highway Administration Funds	57.13 %

**Zip Code:** 48428



115. LETTING OF MAY 07, 2004  
 PROPOSAL 0405044  
 PROJECT EDC 41544-56396  
 LOCAL AGRMT. 04-5160  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 30, 2004

ENG. EST.  
 \$ 3,034,923.70

LOW BID  
 \$ 2,783,564.58

% OVER/UNDER EST.  
 -8.28 %

1.86 mi of road reconstruction including earthwork, hot mix asphalt pavement, concrete curb and gutter, storm sewer, sanitary sewer, drainage structures, traffic signal, permanent pavement marking and restoration on Byron Center Avenue from 76th Street to 64th Street, in Byron Township, Kent County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 2,783,564.58</b>	<b>Same</b>	<b>1 **</b>
Velting Contractors, Inc.			
Milbocker and Sons, Inc.			
Dykema Excavators, Inc.			
Nagel Construction, Inc.			
Yalmer Mattila Contracting, Inc.			
Fisher Contracting Company			
D. J. McQuestion & Sons, Inc.			
Nashville Construction Company	\$ 2,933,330.33	Same	3
Diversco Construction Company	\$ 2,950,211.80	Same	4
Schippers Excavating, Inc.	\$ 2,839,359.70	Same	2
Bernie Johnson Trucking, Inc.			
Kentwood Excavating, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for traffic congestion mitigation on roads in an urban county under local jurisdiction. It was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal Aid Highway system is further preserved by providing a benefit to the traveling public and increased economic interest. In addition, further services the quality of life for the people of Michigan.

**Funding Source:**

56396A

Kent County	28.05 %
State Restricted Trunkline Funds	71.95 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the State must use Federal funds, in turn, this project would take precedence over other projects on the Transportation Improvement Plan.

**Cost Reduction:** This is a construction contract where the low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 49315

116.	LETTING OF MAY 07, 2004 PROPOSAL 0405045 PROJECT BRO 74024-56635 LOCAL AGRMT. 04-5104 START DATE - 10 days after award COMPLETION DATE - SEPTEMBER 01, 2004	ENG. EST. \$ 462,733.50	LOW BID <b>\$ 444,157.00</b>  % OVER/UNDER EST.  -4.01 %
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Remove existing structure, construction of a two span prestressed concrete box beam bridge and related approach work on Cash Road over Elk Creek in Watertown Township, Sanilac County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 461,620.73	Same	2
Milbocker and Sons, Inc.			
Midwest Bridge Company			
Dan's Excavating, Inc.			
<b>C. R. Hunt Construction Co.</b>	<b>\$ 444,157.00</b>	<b>Same</b>	<b>1 **</b>
McDowell Construction , L.L.C.			
Hardman Construction, Inc.			
Rohde Brothers Excavating, Inc.			
Gerace Construction Company, Inc.	\$ 564,980.54	Same	6
Posen Construction, Inc.	\$ 520,393.18	Same	4
Walter Toebe Construction Co.			
Davis Construction, Inc.	\$ 501,884.24	Same	3
Anlaan Corporation			
Prince Bridge & Marine, LTD	\$ 549,152.10	Same	5
Heystek Contracting Inc.			
3-S Construction, Inc.			
J.E. Kloote Contracting, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

56635A

Sanilac County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48471

117. LETTING OF MAY 07, 2004  
 PROPOSAL 0405046 ENG. EST. LOW BID  
 \$ 1,060,797.20 \$ 1,034,947.08  
 PROJECT BRT 63017-56613  
 LOCAL AGRMT. 04-5078 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 20, 2005 -2.44 %

Removal of portions of existing structure, construction of a prestressed box beam structure and related approach work on X01, Kennet Road over the Grand Trunk Railroad in the city of Pontiac, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.	\$ 1,252,388.55	Same	7
E. C. Korneffel Co.	\$ 1,238,899.77	Same	6
J. Slagter & Son Construction Co.			
Midwest Bridge Company	\$ 1,165,609.58	Same	4
Angelo Iafrate Construction Company			
Dan's Excavating, Inc.	\$ 1,096,955.61	Same	2
Posen Construction, Inc.	\$ 1,110,209.06	Same	3
Walter Toebe Construction Co.	\$ 1,170,051.78	Same	5
<b>Anlaan Corporation</b>	<b>\$ 1,034,947.08</b>	<b>Same</b>	<b>1 **</b>
Prince Bridge & Marine, LTD			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

56613A

Federal Highway Administration Funds	78.93 %
City of Pontiac	6.27 %
State Restricted Trunkline Funds	14.80 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48342

118. LETTING OF MAY 07, 2004  
 PROPOSAL 0405047  
 PROJECT STU 41401-56384  
 LOCAL AGRMT. 04-5130  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 15, 2005

ENG. EST.  
 \$ 1,756,331.40

LOW BID  
 \$ 1,671,745.21

% OVER/UNDER EST.  
 -4.82 %

0.56 mi of road reconstruction, including hot mix asphalt pavement, concrete pavement, concrete curb and gutter, drainage structures, sanitary sewer, watermain, and street lighting on Clyde Park Avenue from Burton Street to Chicago Drive in the cities of Grand Rapids and Wyoming, Kent County.

8.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 1,695,312.67	Same	2
Velting Contractors, Inc.			
Milbocker and Sons, Inc.	\$ 1,775,202.12	Same	6
<b>Dykema Excavators, Inc.</b>	<b>\$ 1,671,745.21</b>	<b>Same</b>	<b>1 **</b>
Nagel Construction, Inc.	\$ 1,747,890.70	Same	4
Wyoming Excavators, Inc.	\$ 1,839,030.00	Same	7
Nashville Construction Company			
Diversco Construction Company	\$ 1,727,442.17	Same	3
Schippers Excavating, Inc.			
Bernie Johnson Trucking, Inc.			
Kentwood Excavating, Inc.	\$ 1,751,060.00	Same	5

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56384A

Federal Highway Administration Funds

60.60 %

City of Grand Rapids

39.40 %

**Zip Code:** 49509

119. LETTING OF MAY 07, 2004  
 PROPOSAL 0405048  
 PROJECT STUL 37424-56437-2  
 LOCAL AGRMT. 03-5367  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 03, 2004

ENG. EST.  
 \$ 828,019.65

LOW BID  
**\$ 843,340.02**

% OVER/UNDER EST.  
 1.85 %

0.58 mi of hot mix asphalt base crushing and shaping,  
 grading, storm sewer, drainage structures, concrete curb and  
 gutter, hot mix asphalt paving, and pavement markings on  
 Pickard Road from Bamber Road to Lincoln Road, Isabella  
 County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$ 1,097,052.23	Same	9
Central Asphalt, Inc.			
M & M Excavating Co., Inc.	\$ 902,464.55	Same	4
Bourdow Trucking Company			
Champagne and Marx Excavating, Inc.	\$ 938,668.91	Same	7
Rohde Brothers Excavating, Inc.	\$ 991,485.00	Same	8
Manigg Enterprises, Inc.			
The Isabella Corporation			
Cadwell Brothers Construction			
CJ's Excavating Septic Service			
Jackson Bulldozing Company	\$ 886,958.55	Same	3
Bernie Johnson Trucking, Inc.			
Porath Contractors, Inc.	\$ 883,942.92	Same	2
Ron Bretz Excavating, Inc.	\$ 924,559.75	Same	6
Crawford Contracting, Inc.	\$ 908,533.02	Same	5
<b>McGuirk Sand &amp; Gravel, Inc.</b>	<b>\$ 843,340.02</b>	<b>Same</b>	<b>1 **</b>
3-S Construction, Inc.			

#### 9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

#### Source of Funds:

56437A

Isabella County	18.15 %
Federal Highway Administration Funds	81.85 %

Zip Code: 48858

120. LETTING OF MAY 07, 2004  
 PROPOSAL 0405049  
 PROJECT STU 50458-75476  
 LOCAL AGRMT. 04-5089  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2004

ENG. EST.  
 \$ 933,330.30

LOW BID  
 \$ 594,550.63

% OVER/UNDER EST.  
 -36.30 %

Bridge rehabilitation on 17 Mile Road over Conrail Railroad  
 in the city of Sterling Heights, Macomb County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 1,512,214.63	Same	5
J. Slagter & Son Construction Co.			
<b>Midwest Bridge Company</b>	<b>\$ 594,550.63</b>	<b>Same</b>	<b>1 **</b>
O'Laughlin Construction Company			
Abhe & Svoboda, Inc.			
Dan's Excavating, Inc.			
Posen Construction, Inc.	\$ 1,227,589.63	Same	4
Walter Toebe Construction Co.	\$ 854,989.64	Same	2
Anlaan Corporation			
Mark 1 Restoration Co. of MI, Inc.	\$ 857,541.50	Same	3

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

75476A

Federal Highway Administration Funds	79.62 %
City of Sterling Heights	20.38 %

**Zip Code:** 48311

121. LETTING OF MAY 07, 2004  
 PROPOSAL 0405050  
 PROJECT EDDF 06555-77577  
 LOCAL AGRMT. 04-5148  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 08, 2004

ENG. EST.  
 \$ 634,612.40

LOW BID  
 \$ 611,087.05

% OVER/UNDER EST.  
 -3.71 %

2.5 mi of road rehabilitation, including cold milling, concrete pavement repair, trenching, asphalt stabilized crack relief layer, hot mix asphalt paving, paved shoulders, aggregate shoulders, drainage, slope restoration and pavement markings on Old M-76 from the north village limits of Sterling northerly, in Adams and Deep River Townships, Arenac County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 640,188.34	Same	3
<b>Bolen Asphalt Paving, Inc.</b>	<b>\$ 611,087.05</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 647,785.99	Same	4
H & D, Inc.			
Pyramid Paving & Contracting	\$ 630,741.09	Same	2

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

77577A	
Arenac County	20.00 %
Federal Highway Administration Funds	72.00 %
State Restricted Trunkline Funds	8.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 48659

122. LETTING OF MAY 07, 2004  
 PROPOSAL 0405051  
 PROJECT STH 19609-73607  
 LOCAL AGRMT. 04-5091  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 06, 2004

ENG. EST.  
 \$ 66,217.50

LOW BID  
 \$ 63,698.67

% OVER/UNDER EST.  
 -3.80 %

0.75 mi of guardrail removal and replacement  
 including retrofit of existing bridge with thrie beam on  
 Island Road from Maple River Road to Upton Road, Clinton  
 County.

BIDDER	AS-READ	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 85,783.90	Same	5
Snowden, Inc.	\$ 81,853.55	Same	4
Nashville Construction Company	\$ 87,607.70	Same	6
Ackley Construction, Inc.	\$ 72,866.30	Same	2
Nationwide Fence & Supply Company	\$ 77,498.00	Same	3
Dale Dukes & Sons, Inc.	\$ 89,219.25	Same	7
Tri-Valley Landscaping, Inc.	\$ 94,981.50	Same	8
<b>J &amp; J Contracting, Inc.</b>	<b>\$ 63,698.67</b>	<b>Same</b>	<b>1 **</b>

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

73607A

Clinton County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48831



123. LETTING OF MAY 07, 2004  
 PROPOSAL 0405052  
 PROJECT STU 25402-74542  
 LOCAL AGRMT. 04-5100  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2004

ENG. EST.  
 \$ 438,260.00

LOW BID  
 \$ **416,934.54**

% OVER/UNDER EST.  
 -4.87 %

0.96 mi of hot mix asphalt base crushing and shaping, hot mix asphalt resurfacing, limestone shoulders and miscellaneous drainage improvements on Torrey Road from Grand Blanc Road to Reid Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
Rieth-Riley Construction Co., Inc.			
Ace Asphalt & Paving Co. Inc.	\$ 434,556.00	Same	2
Barrett Paving Materials, Inc.	\$ 441,063.04	Same	3
Pyramid Paving & Contracting			
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 416,934.54</b>	<b>Same</b>	<b>1 **</b>

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

74542A

Genesee County

18.15 %

Federal Highway Administration Funds

81.85 %

**Zip Code:** 48473

124. LETTING OF MAY 07, 2004  
 PROPOSAL 0405053  
 PROJECT BRO 74009-59822  
 LOCAL AGRMT. 04-5104  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 27, 2004

ENG. EST.  
 \$ 262,772.00

LOW BID  
 \$ 221,846.75

% OVER/UNDER EST.  
 -15.57 %

Bridge removal, replacement and related approach work on  
 Lamton Road over Greenman Creek, in Evergreen Township,  
 Sanilac County.

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
J. Slagter & Son Construction Co.			
S. L. & H. Contractors, Inc.	\$ 274,011.06	Same	3
Midwest Bridge Company			
<b>C. R. Hunt Construction Co.</b>	<b>\$ 221,846.75</b>	<b>Same</b>	<b>1 **</b>
McDowell Construction , L.L.C.			
Gerace Construction Company, Inc.			
Walter Toebe Construction Co.			
Miller Development, Inc.			
Davis Construction, Inc.	\$ 283,707.82	Same	4
Anlaan Corporation			
Prince Bridge & Marine, LTD	\$ 334,646.91	Same	5
Heystek Contracting Inc.	\$ 222,961.00	Same	2
Marlette Excavating Company			
3-S Construction, Inc.			
J.E. Kloote Contracting, Inc.			

#### 5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge off the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

59822A

Sanilac County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of the contract is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48726

125. LETTING OF MAY 07, 2004  
 PROPOSAL 0405054  
 PROJECT STH 33609-73797  
 LOCAL AGRMT. 04-5080  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.  
 \$ 338,468.90

LOW BID  
 \$ 307,897.95

% OVER/UNDER EST.  
 -9.03 %

Reconstruction, remove stop controlled intersection,  
 construct yield controlled roundabout on Bennett Road at  
 Hulett Road intersection, Ingham County.

BIDDER	AS-READ	AS-CHECKED	
Dunigan Brothers, Inc.			
Kamminga & Roodvoets, Inc.	\$ 384,454.40	Same	11
Eastlund Concrete Construction	\$ 378,882.07	Same	10
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 407,004.37	Same	12
Bailey Excavating, Inc.	\$ 337,173.59	Same	3
L & L Construction Co., Inc.	\$ 348,475.80	\$ 348,129.30	6
Nashville Construction Company	\$ 337,434.06	Same	4
C & D Hughes, Inc.	\$ 332,796.66	Same	2
E.T. MacKenzie Company	\$ 351,067.15	Same	7
Tom's Advanced Paving Company	\$ 364,527.55	Same	9
Davis Construction, Inc.	\$ 340,736.25	Same	5
Cadwell Brothers Construction	\$ 354,212.90	Same	8
<b>Aggregate Industries-Central Region</b>	<b>\$ 307,897.95</b>	<b>Same</b>	<b>1 **</b>

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

73797A

Ingham County	27.41 %
Federal Highway Administration Funds	72.59 %

**Zip Code:** 48864

126. LETTING OF MAY 07, 2004  
 PROPOSAL 0405055  
 PROJECT CMG 41401-50210-2  
 LOCAL AGRMT. 03-5422  
 START DATE - 10 days after award  
 COMPLETION DATE - 240 calendar days

ENG. EST.  
 \$ 317,000.00

LOW BID  
 \$ 209,392.00

% OVER/UNDER EST.  
 -33.95 %

Installation of remote traffic monitoring cameras at critical intersections, including enhancements to existing fiber optic communication system to facilitate camera operation in the Grand Rapids central business district, in the city of Grand Rapids, Kent County.

BIDDER	AS-READ	AS-CHECKED	
<b>Strain Electric Company</b>	<b>\$ 209,392.00</b>	<b>Same</b>	<b>1 **</b>
Windemuller Electric, Inc.			
Trans Tech Electric, Inc.	\$ 328,280.00	Same	3
Allstate Electric, Inc.	\$ 303,535.00	Same	2
J. Ranck Electric, Inc.			
John R. Howell, Inc.	\$ 345,095.00	Same	4
Top Rail Electric Company			
DVT Electric, Inc.			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

50210A

Federal Highway Administration Funds 100 %

**Zip Code:** 49503

127. LETTING OF MAY 07, 2004  
 PROPOSAL 0405056  
 PROJECT STU 25402-56223  
 LOCAL AGRMT. 04-5135  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 17, 2004

ENG. EST.  
 \$ 741,899.25

LOW BID  
 \$ 782,914.59

% OVER/UNDER EST.  
 5.53 %

1.08 mi of cold milling, hot mix asphalt  
 resurfacing, concrete pavement repairs, guardrail  
 improvements and pavement markings on Clio Road from  
 Carpenter Road to Coldwater Road, Genesee County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kelcris Corporation	\$ 845,822.02	Same	2
Snowden, Inc.	\$ 855,390.97	Same	3
<b>Florence Cement Company</b>	<b>\$ 782,914.59</b>	<b>Same</b>	<b>1 **</b>
Angelo Iafrate Construction Company			
Six-S, Inc.	\$ 869,385.12	Same	4

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56223A  
 Genesee County 18.15 %  
 Federal Highway Administration Funds 81.85 %

**Zip Code:** 48504

128. LETTING OF MAY 07, 2004  
 PROPOSAL 0405057  
 PROJECT STUL 41481-76834  
 LOCAL AGRMT. 04-5096  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.  
 \$ 561,162.00

LOW BID  
 \$ 518,539.21

% OVER/UNDER EST.  
 -7.60 %

0.79 mi of pavement removal, concrete curb and gutter, hot mix asphalt surfacing, culvert extension, guardrail and water main construction on Foreman Road between North Hudson Street and Gee Drive, in the city of Lowell, Kent County.

7.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 597,536.75	Same	9
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.	\$ 558,555.21	Same	6
Dykema Excavators, Inc.	\$ 556,329.01	Same	5
Nagel Construction, Inc.			
Michigan Paving & Materials Co.			
D. J. McQuestion & Sons, Inc.			
Wyoming Excavators, Inc.	\$ 578,598.60	Same	8
Nashville Construction Company	\$ 531,842.23	Same	3
C & D Hughes, Inc.			
Geocon, Inc.	\$ 541,610.10	Same	4
Brenner Excavating, Inc.			
<b>Diversco Construction Company</b>	<b>\$ 518,539.21</b>	<b>Same</b>	<b>1 **</b>
Schippers Excavating, Inc.			
Davis Construction, Inc.			
Cadwell Brothers Construction	\$ 602,246.30	Same	10
Bernie Johnson Trucking, Inc.	\$ 571,549.11	Same	7
Kentwood Excavating, Inc.	\$ 521,667.00	Same	2
C.L. Trucking & Excavating, LLC.			

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76834A

Federal Highway Administration Funds

63.98 %

City of Lowell

36.02 %

**Zip Code:** 49331

129. LETTING OF MAY 07, 2004  
 PROPOSAL 0405058  
 PROJECT STH 73609-73986  
 LOCAL AGRMT. 04-5129  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.  
 \$ 495,000.50

LOW BID  
**\$ 445,901.34**

% OVER/UNDER EST.  
 -9.92 %

0.29 mi of intersection reconstruction, including storm sewer construction, watermain construction, concrete curb and gutter, sidewalk, hot mix asphalt paving, and pavement markings on Freeland Road (Washington Street) at Webster Road, Saginaw County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Saginaw Asphalt Paving Company			
A. J. Rehms & Son, Inc.			
Fisher Contracting Company	\$ 514,940.69	Same	7
Lois Kay Contracting Co.			
Bourdow Trucking Company	\$ 499,213.08	Same	6
Champagne and Marx Excavating, Inc.	\$ 465,778.93	Same	3
Rohde Brothers Excavating, Inc.	\$ 493,432.23	Same	5
Wooten Contracting Co.			
Manigg Enterprises, Inc.	\$ 488,182.33	Same	4
Ron Bretz Excavating, Inc.	\$ 453,555.69	Same	2
Crawford Contracting, Inc.			
CRS/Shaw Contracting Co.			
<b>3-S Construction, Inc.</b>	<b>\$ 445,901.34</b>	<b>Same</b>	<b>1 **</b>

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

73986A

Saginaw County	29.45 %
Federal Highway Administration Funds	70.55 %

**Zip Code:** 48623

130. LETTING OF MAY 07, 2004  
 PROPOSAL 0405059  
 PROJECT EDDF 59555-58395, ETC  
 LOCAL AGRMT. 04-5163  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST.  
 \$ 832,683.80

LOW BID  
 \$ 833,477.69

% OVER/UNDER EST.  
 0.10 %

1.18 mi of road reconstruction and streetscape work, including subbase, aggregate base, crushing and shaping, hot mix asphalt paving, paved shoulders, drainage, decorative concrete, curb and gutter, sidewalks, tree grates, turf establishment and pavement markings on Crystal Road from Sidney Road to Colby Road, and on Colby Road from Crystal Road to Crystal Road north leg, and on Lake Street from Myers Street to Crystal Road, in Crystal Township, Montcalm County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.			
Eastlund Concrete Construction	\$ 984,692.15	Same	8
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
<b>Nagel Construction, Inc.</b>	<b>\$ 833,477.69</b>	<b>Same</b>	<b>1 **</b>
Fisher Contracting Company			
Central Asphalt, Inc.			
M & M Excavating Co., Inc.			
Nashville Construction Company	\$ 851,140.02	Same	4
C & D Hughes, Inc.	\$ 930,650.66	Same	7
Brenner Excavating, Inc.			
The Isabella Corporation			
Cadwell Brothers Construction	\$ 913,203.61	Same	5
CJ's Excavating Septic Service			
Youngstrom Contracting			
Crawford Contracting, Inc.	\$ 841,590.76	Same	3
L.J. Construction, Inc.			
McGuirk Sand & Gravel, Inc.	\$ 839,330.01	Same	2
3-S Construction, Inc.	\$ 928,808.23	Same	6

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

58395A	
Montcalm County	6.12 %
Federal Highway Administration Funds	44.13 %
State Restricted Trunkline Funds	49.75 %
72175A	
Montcalm County	20.00 %
Federal Highway Administration Funds	80.00 %

**Zip Code:** 48818



131.	LETTING OF MAY 07, 2004 PROPOSAL 0405060 PROJECT EDDF 83555-78373 LOCAL AGRMT. 04-5150 START DATE - JULY 06, 2004 COMPLETION DATE - 35 working days	ENG. EST. \$ 483,739.59	LOW BID \$ 496,899.64
			% OVER/UNDER EST.  2.72 %

3.1 mi of road rehabilitation, including earthwork, base crushing and shaping, cold milling, aggregate base, hot mix asphalt paving, paved shoulders, culverts, guardrail, slope restoration and pavement markings on 29 1/2 Road from north of No. 8 Road to south of No. 2 Road in Greenwood Township, Wexford County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 496,899.64</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 555,067.13	Same	3
Bernie Johnson Trucking, Inc.	\$ 515,528.16	Same	2

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

78373A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Zip Code:** 49649

132. LETTING OF MAY 07, 2004  
 PROPOSAL 0405069  
 PROJECT SUG 82400-56194  
 LOCAL AGRMT. 04-5121  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 30, 2004

ENG. EST.  
 \$ 165,207.85

LOW BID  
 \$ 127,279.13

% OVER/UNDER EST.  
 -22.96 %

Long life markings, stop bars, cross walks and symbols at various locations in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
<b>P.K. Contracting, Inc.</b>	<b>\$ 127,279.13</b>	<b>Same</b>	<b>1 **</b>
Oglesby Construction, Inc.			
R. S. Contracting, Inc.	\$ 143,924.30	Same	2
NES - Worksafe			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Source of Funds:**

56194A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Zip Code:** 48207

133. LETTING OF MAY 07, 2004  
 PROPOSAL 0405070  
 PROJECT STU 81406-56776  
 LOCAL AGRMT. 04-5119  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 01, 2004

ENG. EST.  
 \$ 1,100,790.15

LOW BID  
 \$ 909,333.33

% OVER/UNDER EST.  
 -17.39 %

Intersection reconstruction on State Street at Textile Road,  
 Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Chie Contractors Inc			
DeAngelis Landscape, Inc.	\$ 1,078,945.00	Same	5
Milbocker and Sons, Inc.			
<b>Peter A. Basile Sons, Inc.</b>	<b>\$ 909,333.33</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.			
Bailey Excavating, Inc.	\$ 1,055,069.09	Same	3
Angelo Iafrate Construction Company	\$ 1,189,496.90	Same	8
Barrett Paving Materials, Inc.	\$ 1,113,130.70	Same	6
Nashville Construction Company	\$ 1,062,388.63	Same	4
Sunset Excavating, Inc.			
C & D Hughes, Inc.	\$ 1,170,148.81	Same	7
Brady Sand & Gravel, Inc.			
E.T. MacKenzie Company			
Fonson, Inc.	\$ 1,197,225.79	Same	9
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.	\$ 1,050,505.30	Same	2

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56776A

Washtenaw County

18.39 %

Federal Highway Administration Funds

81.61 %

**Zip Code:** 48108

134. LETTING OF MAY 07, 2004  
 PROPOSAL 0405071  
 PROJECT SUG 82457-78352  
 LOCAL AGRMT. 04-5124  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 29, 2004

ENG. EST.	LOW BID
\$ 215,496.28	\$ 181,051.90

% OVER/UNDER EST.  
 -15.98 %

Longlife spray thermoplastic paint, citywide in the city of Detroit, Wayne County.

BIDDER	AS-READ	AS-CHECKED	
P.K. Contracting, Inc.	\$ 201,436.32	Same	2
Oglesby Construction, Inc.			
<b>R. S. Contracting, Inc.</b>	<b>\$ 181,051.90</b>	<b>Same</b>	<b>1 **</b>

2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78352A  
 Federal Highway Administration Funds 100 %  
**Zip Code:** 48226

135. LETTING OF MAY 07, 2004  
 PROPOSAL 0405072  
 PROJECT EDDF 51555-76675  
 LOCAL AGRMT. 04-5168  
 START DATE - JULY 12, 2004  
 COMPLETION DATE - AUGUST 27, 2004

ENG. EST.	LOW BID
\$ 465,378.20	\$ 451,369.60

% OVER/UNDER EST.  
 -3.01 %

4.03 mi of hot mix asphalt surfacing, including aggregate base conditioning, paved shoulders, aggregate shoulders, guardrail, pavement marking and traffic control on Highbridge Road from Coates Highway to Nine Mile Road, in Dickson and Grove Townships, Manistee County.

BIDDER	AS-READ	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 451,369.60</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 510,670.18	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

76675A

Manistee County	10.00 %
Federal Highway Administration Funds	76.00 %
State Restricted Trunkline Funds	14.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Zip Code:** 49619

136. LETTING OF MAY 07, 2004	ENG. EST.	LOW BID
PROPOSAL 0405073	\$ 217,421.00	\$ 219,627.12
PROJECT EDD 51555-78378		
LOCAL AGRMT. 04-5167		% OVER/UNDER EST.
START DATE - JUNE 14, 2004		
COMPLETION DATE - 15 working days		1.01 %

1.93 mi of hot mix asphalt surfacing, including aggregate base conditioning, paved shoulders, aggregate shoulders, pavement marking and traffic control, on Dontz Road from Siuda Road to M-22 in Manistee Township, Manistee County.

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 219,627.12	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 229,996.50	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for creating an all-season road system under local jurisdiction that connects State trunklines in rural counties. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the State trunkline system is complimented and seasonal disruptions due to load restrictions are minimized. In addition, increased economic benefit and the quality of life for the people of Michigan are provided.

**Funding Source:**

78378A

Manistee County	20.00 %
State Restricted Trunkline Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the State must use Federal funds, in turn, this project would take precedence over other projects on the Transportation Improvement Plan.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Zip Code:** 49660

137. LETTING OF MAY 07, 2004  
 PROPOSAL 0405074  
 PROJECT EDDF 37555-76579  
 LOCAL AGRMT. 04-5177  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 27, 2004

ENG. EST.  
 \$ 615,122.75

LOW BID  
 \$ 546,959.35

% OVER/UNDER EST.  
 -11.08 %

1.06 mi of road reconstruction, including earthwork, subbase, aggregate base, base crushing and shaping, hot mix asphalt paving, paved shoulders, aggregate shoulders, drainage, curb and gutter at intersections, guardrail, turf establishment and pavement markings on Winn Road from South County Line Road to Coe Road, in Fremont Township, Isabella County.

BIDDER	AS-READ	AS-CHECKED	
Milbocker and Sons, Inc.			
Fisher Contracting Company	\$ 679,555.38	Same	4
D. J. McQuestion & Sons, Inc.			
Central Asphalt, Inc.			
M & M Excavating Co., Inc.	\$ 583,802.50	Same	2
Bourdow Trucking Company			
C. R. Hunt Construction Co.	\$ 603,640.56	Same	3
Rohde Brothers Excavating, Inc.			
Nashville Construction Company			
Davis Construction, Inc.			
The Isabella Corporation			
CJ's Excavating Septic Service			
<b>Bernie Johnson Trucking, Inc.</b>	<b>\$ 546,959.35</b>	<b>Same</b>	<b>1 **</b>
CH Contracting, LLC.			
Porath Contractors, Inc.			
Ron Bretz Excavating, Inc.			
Crawford Contracting, Inc.			
McGuirk Sand & Gravel, Inc.			
Central Michigan Contracting, Inc.			

#### 4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the reconstruction of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

#### **Funding Source:**

76579A

Federal Highway Administration Funds	77.00 %
State Restricted Trunkline Funds	23.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.



**New Project Identification:** Drainage Improvements in conjunction with a transportation enhancement project.

**Zip Code:** 49622

139. LETTING OF MAY 07, 2004  
PROPOSAL 0405076  
PROJECT STL 41401-56401  
LOCAL AGRMT. 04-5173  
START DATE - JULY 07, 2004  
COMPLETION DATE - 50 working days

ENG. EST.	LOW BID
\$ 525,741.45	\$ 557,093.00
% OVER/UNDER EST.	
5.96 %	

0.22 mi of road reconstruction, including earthwork, subbase, aggregate base, hot mix asphalt paving, concrete curb and gutter, storm sewer, sanitary sewer, watermain, slope restoration and pavement markings on Main Street from School Street to Kinsey Street, in the village of Caledonia, Kent County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 619,052.95	Same	6
Velting Contractors, Inc.	\$ 639,331.11	Same	7
Milbocker and Sons, Inc.	\$ 600,235.81	Same	4
Dykema Excavators, Inc.	\$ 576,389.21	Same	3
Wyoming Excavators, Inc.			
Nashville Construction Company	\$ 667,089.82	Same	9
Geocon, Inc.	\$ 571,699.50	Same	2
Brenner Excavating, Inc.			
Diversco Construction Company	\$ 604,130.76	Same	5
Schippers Excavating, Inc.	\$ 654,127.75	Same	8
<b>Kentwood Excavating, Inc.</b>	<b>\$ 557,093.00</b>	<b>Same</b>	<b>1 **</b>

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

56401A

Village of Caledonia	55.94 %
Federal Highway Administration Funds	44.06 %

**Zip Code:** 49316



140. LETTING OF MAY 07, 2004  
 PROPOSAL 0405077  
 PROJECT STL 18040-76560  
 LOCAL AGRMT. 04-5176  
 START DATE - 10 days after award  
 COMPLETION DATE - 50 working days

ENG. EST.  
 \$ 650,358.00

LOW BID  
 \$ 388,092.42

% OVER/UNDER EST.  
 -40.33 %

1.55 mi of roadway grading, including earthwork, peat excavation, swamp backfill, subbase, aggregate base, drainage improvements and slope restoration on Finley Lake Avenue from Cedar Road to Mannsiding Road and on Mannsiding Road from Finley Lake Avenue to Old State Avenue, in Lincoln Township, Clare County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 619,658.72	Same	8
Fisher Contracting Company	\$ 649,337.48	Same	9
D. J. McQuestion & Sons, Inc.			
M & M Excavating Co., Inc.	\$ 448,793.13	Same	3
Bouradow Trucking Company			
C. R. Hunt Construction Co.			
Rohde Brothers Excavating, Inc.			
H & D, Inc.			
Davis Construction, Inc.	\$ 855,831.00	Same	10
William E. Lang, Inc.	\$ 550,355.00	Same	6
CJ's Excavating Septic Service	\$ 542,418.56	Same	5
Bernie Johnson Trucking, Inc.	\$ 434,783.50	Same	2
CH Contracting, LLC.	\$ 498,805.37	Same	4
Porath Contractors, Inc.			
Crawford Contracting, Inc.			
L.J. Construction, Inc.	\$ 584,300.00	Same	7
<b>Central Michigan Contracting, Inc.</b>	<b>\$ 388,092.42</b>	<b>Same</b>	<b>1 **</b>

10 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76560A

Clare County

20.00 %

Federal Highway Administration Funds

80.00 %

**Zip Code:** 48625

141. LETTING OF MAY 07, 2004  
 PROPOSAL 0405078  
 PROJECT BRT 63004-74495  
 LOCAL AGRMT. 04-5106  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 20, 2004

ENG. EST.  
 \$ 588,881.00

LOW BID  
 \$ 548,979.50

% OVER/UNDER EST.  
 -6.78 %

Bridge replacement and related approach work on South Street over Kearsley Creek, in Brandon Township, in the village of Ortonville, Oakland County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
C.A. Hull Co., Inc.			
E. C. Korneffel Co.	\$ 597,855.71	Same	2
J. Slagter & Son Construction Co.			
Milbocker and Sons, Inc.	\$ 689,469.11	Same	7
Midwest Bridge Company			
Angelo Iafrate Construction Company	\$ 679,938.07	Same	5
Dan's Excavating, Inc.			
<b>Posen Construction, Inc.</b>	<b>\$ 548,979.50</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 650,681.46	Same	4
E.T. MacKenzie Company			
Waterfront Construction, Inc.	\$ 650,086.25	\$ 644,356.25	3
Davis Construction, Inc.			
Anlaan Corporation	\$ 684,892.25	Same	6
Prince Bridge & Marine, LTD	\$ 752,398.31	Same	8

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the replacement of a bridge on the Federal aid system under local jurisdiction. This project was selected through the critical bridge selection process set under Public Act 51 of 1951.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

74495A

Federal Highway Administration Funds	80.00 %
Village of Ortonville	5.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State Critical Bridge Funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local critical bridge project. If the project is not awarded, there is a possibility the bridge will deteriorate further and will affect vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations prior to award of the contract, is in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Bridge replacement.

**Zip Code:** 48462

142.	LETTING OF MAY 07, 2004 PROPOSAL 0405081 PROJECT STH 07609-78204, ETC LOCAL AGRMT. 04-5154 START DATE - 10 days after award COMPLETION DATE - AUGUST 30, 2004	ENG. EST. \$ 602,285.80	LOW BID <b>\$ 534,737.70</b>	% OVER/UNDER EST. -11.22 %
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2.12 mi of rehabilitation including hot mix asphalt base crushing and shaping, superelevation corrections, hot mix asphalt surfacing, and drainage improvements on Herman Road from south of US-41 southerly along with emergency culvert replacements at various locations, hot mix asphalt surfacing, and aggregate shoulders on Herman Road south of Lystila Road, L'anse Township, Baraga County.

BIDDER	AS-READ	AS-CHECKED	
Bacco Construction Company	\$ 588,629.21	Same	3
<b>A. Lindberg &amp; Sons, Inc.</b>	<b>\$ 534,737.70</b>	<b>Same</b>	<b>1 **</b>
Yalmer Mattila Contracting, Inc.			
Payne & Dolan, Inc.	\$ 542,324.16	Same	2
Associated Constructors, LLC			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

78204A	
Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %
78931A	
Baraga County	20.00 %
Federal Highway Administration Funds	80.00 %
<b>Zip Code: 49946</b>	

143. LETTING OF MAY 07, 2004  
 PROPOSAL 0405089  
 PROJECT STL 39555-78056  
 LOCAL AGRMT. 04-5134  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2004

ENG. EST.  
 \$ 540,304.75

LOW BID  
 \$ 545,168.20

% OVER/UNDER EST.  
 0.90 %

1.25 mi of reconstruction including pavement removal, subgrade undercutting, machine grading, rubblized pavement, aggregate base, hot mix asphalt surfacing, drainage improvements, concrete curb and gutter, guardrail, intersection improvements, pavement markings, permanent signs, traffic control, and restoration on G Avenue from 35th Street easterly to 37th Street in Ross, Richland, Charleston and Comstock Townships, Kalamazoo County.

5.00 % DBE participation required

BIDDER	AS-READ	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 545,168.20</b>	<b>Same</b>	<b>1 **</b>
Kamminga & Roodvoets, Inc.			
Peters Construction Co.			
Fisher Contracting Company			
Michigan Paving & Materials Co.			
Nashville Construction Company	\$ 676,285.04	Same	3
Brenner Excavating, Inc.	\$ 609,843.89	Same	2
Northern Construction Services, Co.			
Balkema Excavating, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The project is for the resurfacing of a Federal Aid route under local jurisdiction. This project was selected through a process outlined in the Transportation Equity Act for the 21<sup>st</sup> Century by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the Federal aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Source of Funds:**

78056A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the Federal funds must be returned to the Federal government for use in another Federal aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of Federal regulation and MDOT specifications.

**New Project Identification:** Resurfacing.

**Zip Code:** 49083

## EXTRAS

144. **Extra 2004 - 33**

Control Section/Job Number: 84916-60316A MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: R. S. Contracting, Inc.  
16737 13 Mile Rd.  
Fraser MI 48026

Designed By: MDOT  
Engineer's Estimate: \$357,245.09

Description of Project:

Pavement markings on various state trunklines in the Lansing Transportation Service Center area in Eaton, Clinton, Ingham and Shiawassee Counties.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	March 3, 2003	
Original Contract Amount:	\$391,571.52	
Total of Overruns/Changes (Approved to Date):	0.00	0.00%
Total of Extras/Adjustments (Approved to Date):	46,964.33	+ 11.99%
<b>THIS REQUEST</b>	<b><u>10,923.76</u></b>	<b><u>+ 2.79%</u></b>
<b>Revised Total</b>	<b><u>\$449,459.61</u></b>	<b>+ 14.78%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.99% over the original budget for an **Authorized to Date Amount** of \$438,535.85.

Approval of this extra will place the authorized status of the contract 14.78% or \$57,888.09 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 5, 6 r.1, 7 r.3

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 5**

Pavt Mrkg, Longit, 6" or Less Width, Rem	300.000 Ft @ \$0.65/Ft	\$195.00
Pavt Mrkg, Ovly Cold Plastic, Only	11.000 Ea @ \$85.00/Ea	935.00
Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar	113.000 Ft @ \$9.00/Ft	1,017.00
Pavt Mrkg, Ovly Cold Plastic, Lt Tn Ar Sym	5.000 Ea @ \$160.00/Ea	800.00
Pavt Mrkg, Ovly Cold Plastic, Rt Tn Ar Sym	6.000 Ea @ \$160.00/Ea	960.00
Rem Spec Mrkg	132.000 Sft @ \$2.25/Sft	<u>297.00</u>
Total		<u>\$4204.00</u>

**CM 6**

Pavt Mrkg, Spray Thermopl, 4 inch, White Adj.	3,215.590 Ft @ \$1.00/Ft	\$3,215.59
Pavt Mrkg, Spray Thermopl, 4 inch, Yellow Adj.	2,091.520 Ft @ \$1.00/Ft	<u>2,091.52</u>
Total		<u>\$5,307.11</u>

**CM 7**

Pavt Mrkg, Longit 6" or Less Width, Rem	18.000 Ft @ \$.65/Ft	\$11.70
Pavt Mrkg, Ovly Cold Plastic, Only	1.000 Ea @ \$85.00/Ea	85.00
Pavt Mrkg, Ovly Cld Plastic, Railroad Symb	1.000 Ea @ \$290.00/Ea	290.00
Rem Spec Mrkg	398.200 Sft @ \$2.25/Sft	895.95
Pavt Mrkg, Ovly Cold Plastic, Thru Ar Sym	2.000 Ea @ \$65.00/Ea	<u>130.00</u>
Total		<u>\$1,412.65</u>

**Grand Total**

**\$10,923.76**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 5**

Six extras: Pavt Mrkg, Longit, 6" or Less Width, Rem; Pavt Mrkg, Ovly Cold Plastic, Only; Pavt Mrkg, Ovly Cold Plastic, 24", Stop Bar; Pavt Mrkg, Ovly Cold Plastic, Lt Tn Ar Sym; Pavt Mrkg, Ovly Cold Plastic, Rt Tn Ar Sym; Rem Spec Mrkg were established in earlier contract modifications and increased in this contract modification.

**CM 6**

The prices of the two items Pavt Mrkg, Spray Thermopl, 4 inch, White Adj. and Pavt Mrkg, Spray Thermopl, 4 inch, Yellow Adj. were adjusted based on quality performance criteria set forth in the Special Provision for Waterborne and Sprayable Thermoplastic Pavement Marking-Adjusted Payment (Modified). All retroreflectivity measurements are available in the project records.

**CM 7**

Four extras: Pavt Mrkg, Longit 6" or Less Width, Rem; Pavt Mrkg, Ovly Cold Plastic, Only; Pavt Mrkg, Ovly Cld Plastic, Railroad Symb; Rem Spec Mrkg were established earlier and increased in this contract modification.

The item "Pavt Mrkg, Ovly Cold Plastic, Thru Ar Sym" was inadvertently left off the design plans, and created as an extra to compensate the contractor for work done. The price was negotiated with the contractor and is fair when compared to MDOT's average unit prices.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and is now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project which complies with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 100%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48414, 48429, 48476, 48808, 48813, 48817, 48819, 48820, 48821, 48822, 48823, 48824, 48825, 48827, 48835, 48837, 48840, 48841, 48842, 48854, 48857, 48861, 48864, 48866, 48872, 48873, 48879, 48882, 48890, 48892, 48895 48906, 48910, 48911, 48912, 48915, 48917, 48933, 49021, 49073, 49076, 49251, 49285

#### 145. **Extra 2004 - 34**

Control Section/Job Number: 81406-49353A Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Lansing MI 48933

Designed By: Consultant  
Engineer's Estimate: \$7,469,923.47

Description of Project:

1.41 km of pavement removal, grading, drainage, watermain installation, and concrete boulevard construction including box culvert bridge structures on Jackson Road from Myrtle Avenue to Jackson Industrial Drive in Washtenaw County.

Administrative Board Approval Date:	November 6, 2001	
Contract Date:	November 30, 2001	
Original Contract Amount:	\$6,387,546.20	
Total of Overruns/Changes (Approved to Date):	138,471.68	+ 2.17%
Total of Extras/Adjustments (Approved to Date):	380,826.85	+ 5.96%
<b>THIS REQUEST</b>	<b><u>136,260.06</u></b>	<b><u>+ 2.13%</u></b>
<b>Revised Total</b>	<b><u>\$7,043,104.79</u></b>	<b>+ 10.26%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.13% over the original budget for an **Authorized to Date Amount** of \$6,906,844.73.

Approval of this extra will place the authorized status of the contract 10.26% or \$655,558.59 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 39 r. 7

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

### CM 39

Sanitary Lead, 150 mm SDR 23.5	5.630 m @ \$620.00/m	\$3,490.60
Mulch Blanket	707.570 m2 @ \$1.40/m2	990.60
Curb & Gutter Inlet Filters (after paving)	49.000 ea @ \$53.94/ea	2,643.06
Sanitary Lead, 150mm SDR 23.5 - Special	8.589 m @ \$890.00/m	7,644.21
Cofferdam Differing Site Conditions	1.000 LS @ \$31,491.36/LS	31,491.36
Bump Grinding	899.850/m2 @ \$11.80/m2	10,618.23
Patching Conc, LM, HE Mixture Special	167.120 m3 @ \$475.00/m3	79,382.00
Total		<u>\$136,260.06</u>

### Reason(s) for Extra(s)/Adjustment(s):

#### CM 39

Two extras: Sanitary Lead, 150 mm SDR 23.5 and Mulch Blanket were established in earlier contract modifications and increased in this contract modification.

Time extensions were granted to the contractor during the construction process. When it was determined that the job would extend into a second year, the MDEQ required that filters be placed over the median inlets to ensure that debris from the unrestored median did not end up in the storm water drainage system. The extra "Curb & Gutter Inlet Filters (after paving)" was created to compensate the contractor for this work. The price for this item was ascertained using force account methods. Section 109.07 - Force Account Work – of the Standard Specifications for Construction is to be used when MDOT and the contractor can not come to an agreement on the price of an extra. Force account work compensates the contractor based on the following: actual labor costs, actual materials costs, and equipment hours worked and the "Rental Rate Blue Book for Construction."

The Scio Township Utility Department requested that a sanitary lead be added to the project to provide for future service to an adjacent vacant parcel. Adding the sanitary lead at this time will prevent the open cutting of the new pavement surface at a later date. The item "Sanitary Lead, 150mm SDR 23.5 – Special" was added to the project to compensate the contractor for this work. The cost of the item was negotiated with the contractor and is reasonable considering the following: the depth of the trench, the small quantity involved, and the fact that the contractor had to remobilize to accomplish the work. This item is paid for with 100 percent Washtenaw County funds.



Once work began on the box culvert over the Honey Creek, an existing 500 mm diameter Ameritech fiber optic cable was found to interfere with the proposed footing location. The item “Cofferdam Differing Site Conditions” was created to adjust the price of the cofferdam bid item to allow for the changes from the standard sheet piling shown on the plans. The increase in price includes the placement of a steel pipe flume, additional clean up due to a flood event, contractor equipment downtime, and hand excavation around the fiber optic cable. Most of this work was unique and costs were determined by two separate claims meetings with the contractor.

Once work began, it was determined that the intersection of Zeeb and Jackson Roads, which is within the project limits, had been left out of the limits set forth in the ride quality special provision. To ensure proper ride quality at this intersection, the engineer requested grinding of the surface where the ride quality of the surface fell outside the specification used for the rest of the project. The extra “Bump Grinding” was created to compensate the contractor for this work. The price was negotiated with the contractor and is reasonable when compared to MDOT’s unit prices on similar work.

In the original contract, the item “Bit. Mix for Patching, Temp” was included to cover trench areas so that traffic could use all lanes during the winter downtime of the project. However, through no fault of the contractor, by the time they reached this stage, bituminous (which is a seasonal material) was no longer available. It was decided that cold patch material would not hold up in this high traffic area and concrete was chosen as the only available patching material. The item “Bit. Mix for Patching, Temp” was reduced to zero in CM 24 (-\$24,000). The extra “Patching Conc, LM, HE Mixture Special” was created to compensate the contractor for patching the service trenches, as well as removing the material the next spring. The price was negotiated with the contractor during claims meetings, and due to the unique nature of the work was deemed fair by the MDOT engineer.

Section 102.19 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 69.85%; Washtenaw County, 30.15%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48103

146. **Extra 2004 - 35**

Control Section/Job Number: 80071-48547A MDOT Project

State Administrative Board - An extra in CM 3 exceeds the \$100,000 Ad Board limit for reviewing extras. Extras in CM 4 and beyond exceed the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Northern Construction Services, Corp.  
P. O. Box 1299  
Niles MI 49120-1299

Designed By: MDOT  
Engineer's Estimate: \$2,343,906.75

Description of Project:

1.36 mi of hot mix asphalt reconstruction and widening, curb and gutter, storm sewer, watermain and signal replacement on M-51 from south of Mills Street to north of Parkhurst Drive in the village of Decatur, Decatur Township, Van Buren County.

Administrative Board Approval Date:	March 4, 2003	
Contract Date:	April 1, 2003	
Original Contract Amount:	\$2,008,516.18	
Total of Overruns/Changes (Approved to Date):	(177,947.84)	- 8.86%
Total of Extras/Adjustments (Approved to Date):	46,077.60	+ 2.29%
<b>THIS REQUEST</b>	<b><u>211,195.53</u></b>	<b><u>+10.52%</u></b>
<b>Revised Total</b>	<b><u>\$2,087,841.47</u></b>	<b>3.95%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.57% under the original budget for an **Authorized to Date Amount** of \$1,876,645.94.

Approval of this extra will place the authorized status of the contract 3.95% or \$79,325.29 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board: None

Contract Modification Number(s): 3, 4, 5, 7, 8 r.1, 9 r.6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 3		
Station Grading, Special	143.600 Sta @\$780.00/Sta	<u>\$112,008.00</u>
Total		<u>\$112,008.00</u>

CM 4		
Case Sign, Rem	1.000 Ea @ \$150.00/Ea	\$150.00
Case Sign, Two Way, 36" by 36", Salv	1.000 Ea @ \$1,000.00/Ea	1,000.00
TS, Span Wire Mtd, Rem George St	1.000 Ea @ \$150.00/Ea	150.00
TS, Two Way Span Wire Mtd, Salv	1.000 Ea @ \$925.00/Ea	925.00
Total		<u>\$2,225.00</u>
CM 5		
Aggregate Base, 6 inch, Modified	14,000.000 Syd @ \$2.04/Syd	\$28,560.00
Total		<u>\$28,560.00</u>
CM 7		
Gas Main, Steel, Rem	4,638.000 Ft @ \$6.00/Ft	\$27,828.00
Watermain Conflict, 8 inch (Phelps St.)	1,524.330 Dlr @ \$1.00/Dlr	1,524.33
Total		<u>\$29,352.33</u>
CM 8		
Drainage Resolution, Lawson's Citgo	1.000 Dlr @ \$4,507.00/Dlr	\$4,507.00
Drainage Resolution, Adeline's	1.000 Dlr @ \$4,790.00/Dlr	4,790.00
Drainage Resolution, Village Mrkt	1.000 Dlr @ \$3,542.00/Dlr	3,542.00
Drainage Resolution, Work order #03	1.000 Dlr @ \$9,859.12/Dlr	9,859.12
Total		<u>\$22,698.12</u>
CM 9		
Approach, CI I, 6 inch, Modified	1,331.120 Syd @ \$3.18/Syd	\$4,232.96
Hydrant Extension	7.000 Ea @ \$490.00/Ea	3,430.00
Sawing Curb, Detail L	1.000 Ea @ \$400.00/Ea	400.00
Sidewalk, Brick	230.910 Sft @ \$32.00/Sft	7,389.12
Water Meter Pit, Reloc.	3.000 Ea @ \$300.00/Ea	900.00
Total		<u>\$16,352.08</u>
<b>Grand Total</b>		<b><u>\$211,195.53</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 3**

Once work began it was determined that the existing roadway subbase was in excellent condition and the items "Excavation, Earth", "Embankment, CIP" and "Subbase, CIP" (CM #3 -\$206,371) would not be needed. Unfortunately, when these items were removed, the work that prepared and shaped the base material was also removed. The extra "Station Grading, Special" was added to compensate the contractor for this work. Overall cost savings is \$94,363. Prices were negotiated with the contractor and compare favorably with MDOT's average unit prices (AUP).

**CM 4**

The signal modifications required at M-51 and George Street were erroneously omitted from the contract. The four extra items in this CM were to compensate the contractor for the work performed to modify the signals. Prices for all extras were reasonable when compared to MDOT's AUP.

#### CM 5

During the project, the contractor requested that they be allowed to substitute pulverized HMA (millings) for the 22A aggregate used in the bid item "Aggregate Base, 6 inch". Approximately 50 percent of the plan quantity was allowed to be substituted. The extra "Aggregate Base, 6 inch, Modified" was created to compensate the contractor for this modified aggregate base. The item "Aggregate Base, 6 inch" was reduced by \$30,100 in this same CM for a cost savings of \$1,540. The substitution provides a better material at a reduced price and it is MDOT's standard practice for this substitution to reduce the cost of the bid item by five percent.

#### CM 7

An abandoned gas main was discovered that conflicted with the storm sewer and watermain installation. The extra "Gas Main, Steel, Rem" was created to compensate the contractor for removal of the abandoned gas main. This price was negotiated with the contractor and is reasonable when compared to similar bid items in recent contracts.

An existing water main was discovered to be in conflict with the proposed storm sewer at Phelps Street and M-51. Since storm sewers use gravity to move the water down the line, the watermain had to be relocated. The extra "Watermain Conflict, 8 inch (Phelps St.)" was created to compensate the contractor for the work required to relocate the watermain. Prices for this extra were based on the labor, equipment and materials required to complete the work. These numbers were taken from information supplied by the inspector's daily reports.

#### CM 8

While work was in progress, drainage problems were noted at several locations. All extras in this CM were created to compensate the contractor for extra work required to correct these drainage problems. The engineer did a cost breakdown and analysis to determine the prices related to each individual extra and the calculations are in the project file.

#### CM 9

Two extras: Approach, CI I, 6 inch, Modified; and Hydrant Extension were established earlier and increased in this contract modification.

It was discovered after the curb was poured that additional access was needed at one location. The extra "Sawing Curb, Detail L" was created to compensate the contractor for sawing an additional entrance in the curb line. The price was negotiated with the contractor and is comparable to MDOT's AUP.

There is brick sidewalk at the intersection of M-51 and Phelps. The plans show removal and replacement of the existing curb that runs next to the sidewalk. To accomplish this work, a certain distance dedicated as work space is needed behind the curb line. There were no provisions made in the contract for removal and replacement of a portion of the brick sidewalk to allow for the curb replacement. The item "Sidewalk, Brick" was created to compensate the contractor for removing and replacing the brick sidewalk in this area. Prices for this extra were based on the labor, equipment and materials required to complete the work. These numbers were taken from information supplied by the inspector's daily reports.

The Village of Decatur asked that three water meters be relocated. The extra "Water Meter Pit, Reloc" was created to compensate the contractor for this work. The price for this item is comparable to similar items in MDOT's AUP. The Village paid 100 percent of the cost of the item.

Section 103.4 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and are now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 73.61%; State Restricted Trunkline, 15.61%; Agency A-Decatur Reg Participation, 1.49%; Agency B-Decatur Betterment, 9.29%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 49045

147. **Extra 2004 - 36**

Control Section/Job Number: 25450-50099 Local Agency Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the 10% Commission limit for reviewing extras.

Contractor: Zito Construction Co.  
8033 Fenton Road  
Grand Blanc MI 48439-8998

Designed By: Consultant Agency  
Engineer's Estimate: \$1,558,419.50

Description of Project:

Cold milling and resurfacing on E. South Holly from Adelaide to the Fenton city limits in the city of Fenton, Genesee County.

Administrative Board Approval Date:	August 20, 2002	
Contract Date:	September 16, 2002	
Original Contract Amount:	\$1,344,646.23	
Total of Overruns/Changes (Approved to Date):	(24,039.16)	- 1.79%
Total of Extras/Adjustments (Approved to Date):	113,312.83	+ 8.43%
<b>THIS REQUEST</b>	<b><u>\$41,672.21</u></b>	<b><u>+ 3.10%</u></b>
<b>Revised Total</b>	<b><u>\$1,475,592.11</u></b>	<b>+ 9.74%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 6.64% over the original budget for an **Authorized to Date Amount** of \$1,433,919.90.

Approval of this extra will place the authorized status of the contract 9.74% or \$130,945.88 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2003-21	5	\$85,500.00	05/06/03

Contract Modification Number(s): 7 r.29, 8 r.5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 7

Water Main, 200 mm Tap, Special	2.000 ea @ \$3,750.00/ea	\$7,500.00
Water Main, 50 mm Tap, Special	1.000 ea @ \$1,875.00/ea	<u>1,875.00</u>
Total		<u>\$9,375.00</u>

CM 8

Sanitary Sewer, Connection, Special	1.000 ea @ \$2,250.00/ea	\$2,250.00
Bituminous Approach	1,243.900 m2 @ \$16.75/m2	20,835.33
Watermain, Hydrant Extension	1.000 ea @ \$600.00/ea	600.00
Dr Structure Cover, Adj, Case 1	12.000 ea @ \$375.00/ea	4,500.00
Dr Structure, Adj, Additional Depth	1.750 m @ \$690.00/m	1,207.50
Pavt Mrkg, Type NR, Paint 100mm, Yel	1,748.330 m @ \$0.82/m	1,433.63
Riprap, Plain	27.750 m2 @ \$53.00/m2	<u>1,470.75</u>
Total		<u>\$32,297.21</u>

**Grand Total**

**\$41,672.21**

**Reason(s) for Extra(s)/Adjustment(s):**

CM 7

Both of the extras on this CM added a water service connection to allow local residences along East South Holly Road to hook into the municipal line. These items covered all excavation, including exploratory excavation for existing utilities. This work was not on the original plans and was added at the request of the City of Fenton. The costs compare favorably to previous and ongoing projects within the area, and compared to similar items in the MDOT Average Unit Price Guide. All extra items on this CM were paid for with 100 percent City of Fenton funds.

## CM 8

The County requires that each sanitary sewer line pass a pressure test before they are placed into service. When the sanitary sewer line did not pass the pressure test the first time, the contractor was required to search for lines that tied in illegally. An unauthorized connection was discovered and additional testing of the line was required. The extra "Sanitary Sewer, Connection, Special" was added to the contract to compensate the contractor for their time looking for the illegal connection, as well as the second pressure test. The costs compare favorably to previous and ongoing projects within the area by other local contractors familiar with sanitary sewer construction, and compared to similar items in the MDOT Average Unit Price Guide. The City investigated the illegal tie-in and discovered that the connection was made by a homeowner that may have misinterpreted instructions from the City. Therefore, there will be no recovery of the extra costs associated with this item. All costs for this contract item were funded 100 percent by the City of Fenton.

The plans called for the use of concrete on all driveway replacements. In most projects, driveways are replaced in kind. In other words, concrete driveways are replaced with concrete and asphalt, and gravel driveways are replaced with asphalt. To reduce the cost of the project, changes were made and asphalt was used to fix existing asphalt and gravel driveways. The extra "Bituminous Approach" was created to compensate the contractor for this work. The item "Concrete Approach" was reduced in CM 6 by \$7,463. The cost of this item compares favorably to previous and ongoing projects within the area and the MDOT Average Unit Price Guide.

The guardrail at station 1+800 interfered with the design location of the fire hydrant. To allow proper access, the hydrant had to be raised. The extra "Water main, Hydrant Extension" was added to compensate the contractor for this work. All work associated with the hydrant extension (including material, parts, and remobilization) compare favorably to previous and ongoing projects within the area, and the MDOT Average Unit Price Guide (AUP). All costs for this contract item were funded 100 percent by the City of Fenton.

The items "Dr Structure Cover, Adj. Case 1" and "Dr Structure, Adj, Additional Depth" were identified on the plans and quantity sheets, but were omitted from the bid items. The costs of these extras compare favorably to previous and ongoing projects within the area (i.e., MDOT #25450-56416), and the MDOT AUP Guide.

The original project was scheduled for completion in one season (late fall). However, due to early bad weather and a later than expected start, the construction schedule had to be revised and a winter shutdown was necessary. To better serve our customers, MDOT required the contractor to maintain traffic on the road base throughout winter. To ensure the safety of the traveling public, delineation was required over the winter. The "Pavt Mrkg. Type NR, Paint, 100mm Yel" was added to compensate the contractor for this item. The costs compare favorably to previous and ongoing projects within the area by other local contractors, and to similar items in the MDOT AUP Guide.

The item "Riprap, Plain" was inadvertently left off the design plans but is required as part of the MDEQ permit. The cost of this item compares favorably to previous and ongoing projects within the area by other local contractors, and to similar items in the MDOT AUP Guide.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras were recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and are now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 53.56%; City of Fenton, 46.44%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48430

148. **Extra 2004 - 38**

Control Section/Job Number: 63082-35773-2 MDOT Project

State Administrative Board - This project exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - This project exceeds the \$250,000 Transportation Commission limit for reviewing extras.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp MI 48315

Designed By: MDOT  
Engineer's Estimate: \$22,519,685.51

Description of Project:

5.633 km of bituminous widening, resurfacing, curb and gutter, enclosed drainage, intersection improvements, water main alterations and traffic signal installation on M-10, from 12 Mile Road northwesterly to 14 Mile Road, in the cities of Southfield and Farmington Hills, the village of Franklin, and West Bloomfield Township, Oakland County.

Administrative Board Approval Date:	December 5, 2000	
Contract Date:	December 20, 2000	
Original Contract Amount:	\$22,864,449.77	
Total of Overruns/Changes (Approved to Date):	(790,074.73)	-3.46%
Total of Extras/Adjustments (Approved to Date):	1,048,832.97	+ 4.59%
<b>THIS REQUEST</b>	<b><u>289,000.00</u></b>	<b><u>+1.26%</u></b>
<b>Revised Total</b>	<b><u>\$23,412,208.01</u></b>	<b>+ 2.39%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.13% over the original budget for an **Authorized to Date Amount** of \$23,123,208.01.



Approval of this extra will place the authorized status of the contract 2.39% or \$547,758.24 over the **Original Contract Amount**.

Extras Previously Approved by State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2002-04	9 r 2	\$354,254.00	02/05/02

Contract Modification Number(s): 71 r.4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 71

900 mm Sewer Repair at Manhole 1F	289,000.00 dlr @ \$1.00/dlr	<u>\$289,000.00</u>
Total		<u>\$289,000.00</u>

**Reason(s) for Extra(s)/Adjustment(s):**

The 900 mm storm sewer under southbound M-10 was installed using jack and bore. This installation method was chosen because it presented the least disruption to traffic. Once the work was done, the pipe settled and began to crack and finally collapsed adjacent to the roadway. This endangered the roadway and several critical utilities, including a watermain and a 30 inch high-pressure gas main.

The sewer installation is 6 meters below the pavement and was constructed through a 4 meter layer of saturated silt. This unstable soil layer was responsible for the initial failure of the pipe. Metro Region staff engineers examined the existing conditions and made recommendations. These recommendations were followed and the pipe failed a second time.

At this point Metro staff engineers, with the help of Hanson Engineering (a geotechnical [soils] consultant), proposed another solution. Columns of grout were injected under the pipe area down to a stable sand layer. These columns supported the pipe through the unstable silt area.

The extra "900 mm Sewer Repair at Manhole 1F" was created to compensate the contractor for all work related to this undertaking. The contractor maintained force account style records and the time, equipment and materials of these records compared favorably with MDOT's IDRs. The price negotiated with the contractor was less than what would have been paid using Section 109.07 - Force Account Work – of the 1996 Standard Specifications for Construction.

Section 103.4 – EXTRA WORK – of the 1996 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra was recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and is now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life. For a more detailed explanation, please see individual explanations above.

**Funding Source:** FHWA, 79.0%; State Restricted Trunklines, 15.6%; Farmington Hills, 4.3%; Southfield, 1.1%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48026, 48034, 48322, 48334

## OVERRUNS

### 149. **Overrun 2004 - 23**

Control Section/Job Number: 46041-56949 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: J. Slagter & Son Construction Co.  
1326 142nd Avenue  
Wayland MI 49348

Designed By: MDOT  
Engineer's Estimate: \$214,300.25

#### Description of Project:

Deep overlay, railing replacement, cleaning and coating of beams, road and approach work on M-34 (Beecher Street) at B05 in the city of Adrian, Lenawee County.

Administrative Board Approval Date:	February 4, 2003	
Contract Date:	February 20, 2003	
Original Contract Amount:	\$231,884.11	
Total of Overruns/Changes (Approved to Date):	23,188.41	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	1,375.00	+ 0.59%
<b>THIS REQUEST</b>	<b><u>\$3,403.70</u></b>	<b>+ <u>1.47%</u></b>
<b>Revised Total</b>	<b><u>\$259,851.22</u></b>	<b>+ 12.06%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.59% over the original budget for an **Authorized to Date Amount** of \$256,447.52.

Approval of this overrun will place the authorized status of the contract 12.06% or \$27,967.11 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Hand Chipping, Other Than Deck	133.812 Cft @ \$25.00/Cft	\$3,345.30
Patching Conc, C-L	0.160 Cyd @ \$365.00/Cyd	<u>58.40</u>
Total		<u><b>\$3,403.70</b></u>

**Reason(s) for Overrun(s):**

There is no good method to accurately estimate the amount of deteriorated concrete in a bridge deck or substructure before actual work begins. On this job it was discovered, after the hand chipping began, that the amounts of Hand Chipping, Other Than Deck and thus the Patching Conc, C-L quantities were underestimated.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 80%; State Restricted Trunkline, 20%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.

**Zip Code (s):** 49221

150. **Overrun 2004 -24**

Control Section/Job Number:	81011-60151	MDOT Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	Terry Construction, Inc. 8600 Berk Blvd. Hamilton OH 45015	
Designed By:	MDOT	
Engineer's Estimate:	\$281,240.00	

Description of Project:

5.57 mi of two-course microsurfacing on M-52 north of Chelsea from Sibley Road to Roepke Road in Sylvan and Lyndon Townships, Washtenaw County.

Administrative Board Approval Date:	March 04, 2003	
Contract Date:	March 14, 2003	
Original Contract Amount:	\$250,296.00	
Total of Overruns/Changes (Approved to Date):	\$25,029.60	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	\$0.00	+0.00%
<b>THIS REQUEST</b>	<b><u>\$29,432.78</u></b>	<b>+ <u>11.76%</u></b>
<b>Revised Total</b>	<b><u>\$304,758.38</u></b>	<b>+ 21.76%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.00% over the original budget for an **Authorized to Date Amount** of \$275,325.60.

Approval of this overrun will place the authorized status of the contract 21.76% or \$54,462.38 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Micro-Surface, Warranty	13,501.275/Syd @ \$2.18/Syd	<u>\$29,432.78</u>
Total		<u>\$29,432.78</u>

### Reason(s) for Overrun(s):

Jobs are normally scoped several years in advance and this project was originally set up to microsurface the driving lanes and 0.50 feet of each shoulder. When work on the project began, it was determined that the entire three foot wide shoulder needed to be microsurfaced over the entire length of the project so that the shoulder would experience the same expected service life as the driving lanes.

The above bid item is in the current contract and the price was calculated using the original bid price.

This Overrun was recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and is now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA. 81.85%; State Restricted Trunkline, 18.15%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48118, 48843

151. **Overrun 2004 - 25**

Control Section/Job Number: 46072-50610 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Barrett Paving Materials, Inc.  
5800 Cherry Hill Road  
Ypsilanti MI 48198

Designed By: MDOT

Engineer's Estimate: \$1,624,126.05

Description of Project:

4.8 mi of cold milling, hot mix asphalt resurfacing and guardrail upgrading on M-52 from Valley Road to M-50 in Franklin, Tecumseh, Adrian, and Raisin Townships, Lenawee County.

Administrative Board Approval Date:	November 19, 2002	
Contract Date:	January 17, 2003	
Original Contract Amount:	\$1,604,128.65	
Total of Overruns/Changes (Approved to Date):	160,412.87	10.00%
Total of Extras/Adjustments (Approved to Date):	(86,523.96)	-5.39%
<b>THIS REQUEST</b>	<b><u>\$45,595.23</u></b>	<b><u>+2.84%</u></b>
<b>Revised Total</b>	<b><u>\$1,723,612.79</u></b>	<b>7.45%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 4.61% over the original budget for an **Authorized to Date Amount** of \$1,678,017.56.

Approval of this overrun will place the authorized status of the contract 7.45% or \$119,484.14 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Joint and Crack Repr, Det 7	1,955.667 Ft @ \$8.45/Ft	\$16,525.39
Slope Restoration	8,305.669 Syd @ \$3.50/Syd	<u>29,069.84</u>
Total		<u><u>\$45,595.23</u></u>

**Reason(s) for Overrun(s):**

It is very difficult to predict the condition of concrete joints under a bituminous overlay. Once the overlay was milled away, it was determined that the amount of joint repair was severely underestimated. The quantity was increased to properly repair all of the deteriorated joints.

During design the quantity of slope restoration was calculated for the fore slope of the ditch only. This caused a severe under-calculation of this bid item. To ensure that excessive erosion and washout did not occur, it was imperative that both slopes of the ditch receive restoration.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49221, 49286

152. **Overrun 2004 - 26**

Control Section/Job Number: 35465-56439 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Bolen Asphalt Paving, Inc.  
875 Airport Drive  
East Tawas MI 48730

Designed By: Consultant  
Engineer's Estimate: \$412,307.35

Description of Project:

1.19 mi of roadway reconstruction including hot mix asphalt crushing and shaping, earthwork, hot mix asphalt pavement, culvert replacement, guardrail, concrete curb and gutter, and pavement markings on Old US-23 and Mill Street from US-23 westerly to Del Rosa Drive, Iosco County.

Administrative Board Approval Date:	August 20, 2002	
Contract Date:	September 26, 2002	
Original Contract Amount:	\$386,796.85	
Total of Overruns/Changes (Approved to Date):	38,679.69	10.00%
Total of Extras/Adjustments (Approved to Date):	16,903.06	+4.37%
<b>THIS REQUEST</b>	<b><u>3,638.65</u></b>	<b><u>+0.94%</u></b>
<b>Revised Total</b>	<b><u>\$446,018.25</u></b>	<b>15.31%</b>

## SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 14.37% over the original budget for an **Authorized to Date Amount** of \$442,379.60.

Approval of this overrun will place the authorized status of the contract 15.31% or \$59,221.40 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Riprap, Heavy, Modified	72.773 Syd @ \$50.00/Syd	<u>\$3,638.65</u>
Total		<u>\$3,638.65</u>

### Reason(s) for Overrun(s):

It was determined after work began that to prevent washouts of the embankment leading to either side of the arch culvert, the item "Riprap, Heavy, Modified" need to be extended to the end of the guardrail.

The above bid item is in the current contract and the price was calculated using the original bid price.

This Overrun is recommended for approval by the State Administrative Board.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; Iosco County, 18.15%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48750

### 153. **Overrun 2004- 27**

Control Section/Job Number:	24555-72772	Local Agency Project
State Administrative Board -	This project exceeds the 10% Ad Board limit for reviewing overruns.	
State Transportation Commission -	This project exceeds the 15% Commission limit for reviewing overruns.	
Contractor:	H & D, Inc. 06795 US 31 North Bay Shore MI 49711	
Designed By:	Local	
Engineer's Estimate:	\$165,296.30	



Description of Project:

0.67 mi of asphalt pavement resurfacing, including base crushing and shaping, hot mix asphalt paving, culverts, pavement marking and turf establishment on Mitchell Road from east of the Springvale west township line to east of Berger Road in Springvale Township, Emmet County.

Administrative Board Approval Date:	July 1, 2003	
Contract Date:	September 2, 2003	
Original Contract Amount:	\$138,370.06	
Total of Overruns/Changes (Approved to Date):	13,837.01	10.00%
Total of Extras/Adjustments (Approved to Date):	12,194.57	+8.81%
<b>THIS REQUEST</b>	<b><u>\$12,291.58</u></b>	<b><u>+8.88%</u></b>
<b>Revised Total</b>	<b><u>\$176,693.22</u></b>	<b>27.69%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 18.81% over the original budget for an **Authorized to Date Amount** of \$164,401.64.

Approval of this overrun will place the authorized status of the contract 27.69% or \$38,323.16 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Aggregate Base	1536.448 Ton @ \$8.00/Ton	<u>\$12,291.58</u>
Total		<u>\$12,291.58</u>

**Reason(s) for Overrun(s):**

The item "Aggregate Base" was underestimated in the original design. The item had to be substantially increased to properly set the grade for the superelevation of the curves.

The above bid item is in the current contract and the price was calculated using the original bid price.

This Overrun was recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and is now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 70%; State Restricted Trunkline, 22%; Emmet County, 8%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 49770

154. **Overrun 2004-28**

Control Section/Job Number: 63081-74340 MDOT Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - This project exceeds the 15% Commission limit for reviewing overruns.

Contractor: Kelcris Corporation  
P. O. Box 362  
Williamston MI 48895

Designed By: MDOT  
Engineer's Estimate: \$693,952.50

Description of Project:

3.99 mi of concrete pavement repair on M-10 from M-102 (8 Mile Road) northerly to Lahser Road in the city of Southfield, Oakland County.

Administrative Board Approval Date:	August 5, 2003	
Contract Date:	August 11, 2003	
Original Contract Amount:	\$719,252.57	
Total of Overruns/Changes (Approved to Date):	71,925.26	10.00%
Total of Extras/Adjustments (Approved to Date):	4,985.00	+0.69%
<b>THIS REQUEST</b>	<b><u>\$120,048.09</u></b>	<b><u>+16.69%</u></b>
<b>Revised Total</b>	<b><u>\$916,210.92</u></b>	<b>27.38%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.69% over the original budget for an **Authorized to Date Amount** of \$796,162.83.

Approval of this overrun will place the authorized status of the contract 27.38% or \$196,958.35 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Pavt Repr, Reinf Conc, 10 inch	1262.454 Syd @\$56.25/Syd	\$71,013.03
Pavt Repr, Rem	1634.502 Syd @ \$30.00/Syd	<u>49,035.06</u>
Total		<u>\$120,048.09</u>

**Reason(s) for Overrun(s):**

The stretch of the Lodge Freeway (M-10) covered by this project is tentatively scheduled to be rebuilt in 2008. This project was scoped to patch as many joints as possible allowing the road to provide continuing service until it is rebuilt. The funding available for this project was \$935,000 and the estimates done at the TSC reflect this amount. When the job went to Specs and Estimates, updated unit prices were used providing an engineer's estimate sum of \$693,952.50. Since the number of estimated patches was based upon the available funding and not the ability to patch all joints in poor shape, the number of joints to patch was increased in the field. This increase should provide a reasonable level of service to the traveling public until the road is rebuilt.

Both of these items exist in the original contract; prices were calculated using contract bid prices.

This Overrun was recommended for approval by the State Transportation Commission at its May 27, 2004 meeting, and is now recommended for approval by the State Administrative Board on June 1, 2004.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48034

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director

## SUPPLEMENTAL AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: May 26, 2004 – North Central Conference Room,  
4<sup>th</sup> Floor, Treasury Building, 3:30 PM  
State Administrative Board Meeting: June 1, 2004 - 1921 Department of Conservation Room,  
7<sup>th</sup> Floor, Mason Building, 11:00 AM

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### CONTRACTS

1. \*HIGHWAYS - Grant

Contract (2004-0296) between MDOT and the National Consortium for Graduate Degrees for Minorities in Engineering and Science (GEM) will provide for MDOT's participation in a partnership which awards graduate fellowships and internship experiences to under-represented minorities pursuing Master's and Doctoral degrees in engineering and science. MDOT will be provided two students for internship opportunities under this program. This contract will be in effect from the date of award through one year. The maximum amount of this contract will be \$30,000. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** Under-represented minorities represent less than 5 percent of the recipients of advanced degrees in engineering. MDOT is demonstrating its commitment to diversity by joining the GEM Consortium. For a contribution of \$30,000, which will be awarded by GEM as educational stipends, MDOT can sponsor two MS candidates. These candidates will work as summer interns at MDOT while completing their MS studies. As an employer member, MDOT will have access to a well-qualified candidate pool for other engineering positions. MDOT recently entered the GEM consortium.

The National Consortium for Graduate Degrees for Minorities in Engineering and Science, Inc. (GEM), is a network of universities and companies that offer opportunities for under-represented minority graduate degree engineering students. For over 25 years, GEM has provided 2,140 under-represented students with opportunities. Currently, there are 46 GEM companies that provide intern opportunities in various engineering and scientific disciplines. Seven of these currently employ civil engineers.

**Benefit:** Infuse into MDOT's traffic, structures, architecture, or electrical programs the enthusiasm and work of two highly-talented students. A long-term goal is to enhance the value of MDOT's human capital by increasing the participation of under-represented minorities in Michigan's transportation services.

**Funding Source:** 100% Federal Highway Administration Funds.

**Commitment Level:** Yearly fee for a new program. Participation by MDOT will be determined on a year by year basis.

**Risk Assessment:** The risk of not contracting is a failure to actively recruit minority engineers. MDOT lags drastically behind State of Michigan census of female and minority professionals. Only 32 percent of MDOT's professionals are female or minority. State of Michigan census of female and minority professionals represent 40 percent of the workforce. GEM is the only organization that uniquely partners universities and employers to advance protected group engineers.

**Cost Reduction:** This is a lump sum payment for fiscal year 2004.

**New Project Identification:** This is not a new project and does not pertain to any particular roadway or jurisdiction.

**Zip Code:** 48909.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and execution of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of July 14, 2003.

Respectfully submitted,

Gloria J. Jeff  
Director